SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

120

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Wednesday, November 18, 1908, at 6:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN, *General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*
W. R. SCOTT, *Assistant General Manager.*	J. H. YOUNG, *General Superintendent.*

Eastward.

FROM SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS	FIRST CLASS																	Distance from San Francisco	Time Table No. 120 November 18, 1908.	
	148	10	16	6	48	26	44	50	18	14	24	8	2	46	4	84	42	20			
	Martinez Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P Atlantic Express	Vallejo and Sacramento Passenger	The Owl	San Ramon Calistoga & Santa Rosa Passenger	Stockton & Fresno Passenger	Sacramento & Oroville Passenger	Portland Express	Tonopah Express	Los Angeles Passenger	Overland Limited	Martinez Passenger	C. P. Atlantic Express	Bakersfield Passenger	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger			
	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**	
	7.00PM	9.00PM	8.20PM	6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	3.00PM	2.20PM	10.40AM	10.20AM	10.00AM	9.40AM	9.00AM	8.20AM	7.40AM	7.00AM	0.0	DN **SAN FRANCISCO** 4.5	Oakland Ferry
	7.18	9 18	8.38	6.38	5.58	5.18	4.18	3.38	3.18	2.38	10.58	10.38	10.18	9.58	9.18	8.38	7.58	7.18	4.5	DN **OAKLAND PIER**	
WI	7.28PM	9.30PM	8.50PM	6.48PM	6.08PM	5.28PM	4.28PM	3.47PM	3.25PM	2.47PM	11.10AM	10.50AM	10.32AM	10.07AM	9.30AM	8.47AM	8.07AM	7.28AM	4.5	DNR **OAKLAND PIER** 1.4	Automatic Block. Double Track.
Term. Yard WFITYO																			5.9	DNR WEST OAKLAND 0.6	
17,626	s 7.35	s 9.37	s 8.57	s 6.55	s 6.14	s 5.34	s 4.34	s 3.53	s 3.31	s 2.53	s 11.17	s 10.57	s 10.39	s 10.13	s 9.36	s 8.53	s 8.13	s 7.34	6.5	PR OAKLAND 1.1	
21,744																			7.6	EMERY 1.2	
10,142	7.39	9.42	9.01	6.59	6.18	5.39	4.38	3.57	3.35	2.58	11.21	11.01	10.44	10.18	9.42	8.57	8.16	7.39	8.8	STOCK YARDS 1.6	
14,659	7.42	9.46	9.04	7.03	6.22	5.42	4.41	† 4.01	† 3.38	3.01	11.25	11.04	10.48	† 10.22	9.45	† 9.00	8.18	† 7.43	10.4	WEST BERKELEY 0.8	
5,844	† 7.43	9.47	9.05	7.04	6.23	5.43	4.42	4.02	3.39	3.02	11.26	11.05	10.49	10.23	9.46	9.01	8.19	7.44	11.2	CORBIN 0.5	
7,367	f								f					f				f	11.7	FLEMING 0.4	
7,575	f 7.46	9.49	9.07	7.06	6.25	5.45	4.44	4.04	3.42	3.04	11.28	11.07	10.52	10.25	9.48	9.03	8.21	7.46	12.1	NOBEL 0.7	
7,488									f					f				f	12.8	VIGORIT (Spur) 1.1	
16,974	s 7.49	9.51	9.10	7.09	6.28	5.48	4.46	4.08	s 3.46	3.07	11.31	11.09	10.55	s 10.29	9.50	9.06	8.24	s 7.50	13.9	D STEGE 2.1	
14,930	s 7.52	9.54	9.13	7.12	6.31	5.51	s 4.49	s 4.11	s 3.49	s 3.10	s 11.34	s 11.12	10.58	s 10.33	9.53	s 9.09	8.27	s 7.54	16.0	D RICHMOND 1.6	
14,223 W	s 7.56	9.56	9.15	7.14	6.34	5.53	4.52	† 4.14	s 3.53	3.12	11.37	11.14	11.01	s 10.37	9.56	9.11	8.29	s 7.58	17.6	D SAN PABLO 2.1	
4,170	f 8.01	10.00	9.19	7.18	6.36	5.57	4.55	4.18	s 3.58	3.16	11.41	11.18	11.05	f 10.42	9.59	9.14	8.32	s 8.02	19.7	GIANT 1.1	
6,194	f 8.03	10.02	9.21	7.20	6.38	5.59	4.57	4.20	* 4.00	3.18	11.43	11.20	11.07	f 10.44	10.01	9.16	8.34	8.05	20.8	SOBRANTE 3.2	
6,520	s 8.10	10.08	9.26	7.26	s 6.43	6.04	5.02	† 4.27	s 4.07	3.24	11.50	11.26	11.14	s 10.52	10.06	9.21	8.39	s 8.12	24.0	N PINOLE 0.8	
4,744																		*	24.8	HERCULES 1.7	
14,695	s 8.15	10.13	9.30	7.30	6.48	6.08	5.05	4.32	s 4.12	3.28	11.55	11.30	11.19	s 10.57	10.10	9.25	8.43	s 8.18	26.5	RODEO 1.0	
2,315																			27.5	OLEUM (Spur) 0.6	
9,096	f 8.19	10.17	9.33	7.33	6.51	6.11	5.08	f 4.36	4.16	3.32	11.59AM	11.34	11.24	f 11.02	10.13	9.28	8.47	f 8.22	28.1	TORMEY 0.9	
9,466	s 8.21	10.18	9.34	7.34	s 6.52	6.12	5.09 5.15	† 4.37	s 4.18	3.33	12.01PM	s 11.35	11.25	s 11.04	10.14	9.29	8.48 8.55	s 8.23	29.0	D **VALLEJO JUNC.** 1.0	
22,630	s 8.23	10.20	9.36	7.36	6.54	6.14	s 5.18	s 4.40	s 4.20	3.35	12.03	11.37	11.27	s 11.06	10.16	9.31	s 8.57	s 8.26	30.0	D CROCKETT 2.1	
43,542 WFITO	s 8.28PM	s 10.25PM	s 9.40PM	s 7.40PM	s 6.58PM	s 6.18PM	s 5.25PM	s 4.47PM	s 4.25PM	s 3.40PM	s 12.10PM	s 11.42AM	11.35AM	s 11.13AM	s 10.20AM	s 9.35AM	s 9.04AM	s 8.33AM	32.1	DNR **PORT COSTA**	
	To Martinez see page 8	10.25	9.40	7.40PM	6.58	To Martinez see page 8.	To Martinez see page 8.	To Martinez see page 8.	4.25	3.40	12.10	To Martinez see page 8.	11.35	To Martinez see page 8.	10.20	To Martinez see page 8.	To Martinez see page 8.	8.33	32.1	DN **PORT COSTA** 1.3	Benicia Ferry
		10.53PM	10.10PM	8.10PM	7.20PM				4.45PM	4.00PM	12.30PM		11.55AM		10.42AM			8.50AM	33.4	DNR **BENICIA**	
	Arrive Sunday only	Arrive Dailv	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.4)	
	(1.00)	(0.55)	(0.55)	(0.52)	(0.50)	(0.50)	(0.57)	(1.00)	(1.00)	(0.53)	(1.00)	(0.52)	(1.03)	(1.06)	(0.50)	(0.48)	(0.57)	(1.05)		................Time over District	
	27.60	30.00	30.00	31.34	33.12	33.12	29.13	27.60	27.60	31.24	27.60	31.84	26.28	25.12	33.12	34.50	31.12	25.47		................Average speed per hour	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

Trains must not exceed speed of forty (40) miles per hour while rounding curves between Krieger and Port Costa.

TRAINS WILL STOP AS FOLLOWS:

At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44 and 46 on signal.
No. 148 Sundays, makes same stops as Nos. 18 and 50. Steamer connects Vallejo Junction for Vallejo.

REGISTERING STATIONS. Exception—

First and second-class trains only will register at Oakland.

TOWARD SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry. Westward.

	Time Table No. 120 November 18, 1908		Distance from Port Costa	FIRST CLASS																		SECOND CLASS	Telegraph Office Hours
				23	25	41	15	81	17	47	49	13	9	3	83	43	45	5	19	7	1	147	
				Tonopah Express	The Owl	Santa Rosa Calistoga & San Ramon Passenger	California Express	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno & Stockton Passenger	San Francisco Express	Fast Mail	C. P. Pacific Express	Bakersfield Passenger	Santa Rosa Calistoga & San Ramon Passenger	Martinez Passenger	C. P. Pacific Express	Sacramento Passenger	Los Angeles Express	Overland Limited	Martinez Passenger	
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	
	DN **SAN FRANCISCO** 4.5	Oakland Ferry	32.1	7.48AM	8.48AM	9.28AM	9.48AM	10.28AM	10.48AM	11.28AM	12.08PM	12.28PM	1.08PM	3.28PM	4.48PM	6.08PM	6.48PM	7.28PM	7.28PM	7.48PM	8.28PM	10.38PM	
	DN **OAKLAND PIER**		27.6	7.28	8.28	9.08	9.28	10.08	10.28	11.08	11.48AM	12.08PM	12.48	3.08	4.28	5.48	6.28	7.08	7.08	7.28	8.08	10.18	
Automatic Block.	DNR **OAKLAND PIER** 1.4	Double Track.	27.6	7.18AM	8.17AM	9.01AM	9.12AM	10.02AM	10.15AM	11.00AM	11.42AM	12.02PM	12.35PM	2.55PM	4.12PM	5.44PM	6.15PM	6.55PM	7.03PM	7.15PM	7.53PM	9.55PM	24 hours
	DNR WEST OAKLAND 0.6		26.2																				24 hours
	PR OAKLAND 1.1		25.6	s 7.11	s 8.10	s 8.54	s 9.05	s 9.56	s 10.08	s 10.54	s 11.34	s 11.55AM	s 12.27	s 2.47	s 4.05	s 5.39	s 6.08	s 6.48	s 6.56	s 7.07	s 7.46	s 9.46	
	EMERY 1.2		24.5																				
	STOCK YARDS 1.6		23.3	7.06	8.05	8.48	9.00	9.52	10.03	10.48	11.28	11.49	12.20	2.42	3.58	5.34	6.03	6.42	6.50	7.02	7.40	9.42	
	WEST BERKELEY 0.8		21.7	7.03	8.02	8.43	8.56	* 9.48	* 9.59	10.45	*11.24	11.45	12.16	2.38	* 3.55	5.31	* 5.59	6.39	* 6.47	6.58	7.35	* 9.38	
	CORBIN 0.5		20.9	7.02	8.01	8.42	8.55	9.47	9.58	10.44	11.23	11.43	12.15	2.37	3.54	5.30	5.58	6.38	6.46	6.57	7.34	9.37	
	FLEMING 0.4		20.4			f											f						
	NOBEL 0.7		20.0	7.00	7.58	8.38	8.53	9.45	9.56	10.42	11.21	11.42	12.13	2.35	3.52	5.28	5.55	6.36	6.44	6.55	7.32	9.35	
	VIGORIT (Spur) 1.1		19.3						f								f						
	D STEGE 2.1		18.2	f 6.57	7.56	s 8.34	8.50	9.42	f 9.52	10.40	11.17	11.39	12.10	2.32	3.48	5.26	s 5.51	6.33	* 6.41	6.52	7.28	f 9.32	7.00 AM to 7.00 PM
	D RICHMOND 1.6		16.1	f 6.54	7.53	s 8.30	** 8.47	9.39	s 9.48	10.37	s 11.13	**11.36	12.07	** 2.29	s 3.45	5.23	s 5.47	** 6.30	s 6.38	* 6.49	7.24	s 9.29	7.00 AM to 7.00 PM
	D SAN PABLO 2.1		14.5	6.52	7.50	s 8.27	8.44	9.37	f 9.46	10.35	11.10	11.34	12.04PM	2.26	3.42	5.21	s 5.44	6.27	* 6.35	6.46	7.21	s 9.26	7.00 AM to 7.00 PM
	GIANT 1.1		12.4	6.48	7.46	f 8.20	8.39	9.34	f 9.41	10.31	f 11.05	11.29	11.59AM	2.22	‡ 3.37	5.17	f 5.39	6.23	* 6.30	6.43	7.16	9.23	
	SOBRANTE 3.2		11.3	6.46	7.44	8.18	8.37	9.32	f 9.39	10.29	11.03	11.27	11.57	2.20	3.35	5.15	f 5.37	6.21	6.28	6.41	7.14	9.21	
	N PINOLE 0.8		8.1	6.40	7.38	s 8.11	8.30	9.27	f 9.33	10.24	s 10.57	11.21	11.52	2.13	s 3.28	5.10	s 5.31	6.15	s 6.22	6.33	7.08	s 9.15	7.00 PM to 7.00 AM
	HERCULES 1.7		7.3														†						
	RODEO 1.0		5.6	6.36	7.33	s 8.05	8.24	9.23	f 9.28	10.20	f 10.51	11.16	11.47	2.07	3.23	5.06	s 5.25	6.11	6.17	6.28	7.02	f 9.11	
	OLEUM (Spur) 0.6		4.6																				
	TORMEY 0.9		4.0	6.32	7.30	f 8.00	8.20	9.19	9.24	10.17	10.47	11.12	11.42	2.02	3.19	5.03	f 5.20	6.07	6.13	6.23	6.58	f 9.07	
	D **VALLEJO JUNC.** 1.0		3.1	6.31	7.29	7.59 7.52	** 8.19	9.18	s 9.23	s 10.16	s 10.46	**11.11	11.41	** 2.01	s 3.18	5.02 4.52	s 5.19	**6.06	s 6.12	6.22	6.57	s 9.06	7.00 AM to 7.00 PM
	D CROCKETT 2.1		2.1	6.29	7.27	s 7.50	8.17	9.16	s 9.21	s 10.14	s 10.44	11.09	11.39	1.59	3.16	s 4.50	s 5.16	6.04	s 6.08	6.20	6.55	s 9.04	7.00 AM to 7.00 PM
	DNR **PORT COSTA**		0.0	s 6.25AM	7.23AM	7.45AM	s 8.12AM	9.12AM	s 9.17AM	s 10.10AM	10.40AM	s 11.05AM	11.35AM	s 1.55PM	3.12PM	4.45PM	5.10PM	s 6.00PM	s 6.00PM	6.15PM	s 6.50PM	9.00PM	24 hours
	DN **PORT COSTA** 1.3	Benicia Ferry	1.3	6.25	From Martinez see page 9.	From Martinez see page 9.	8.12	From Martinez see page 9.	9.15	10.10	From Martinez see page 9.	11.05	11.35	1.55	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	6.00	6.00	From Martinez see page 9.	6.50	From Martinez see page 9.	24 hours
	DNR **BENICIA**		0.0	6.00AM			7.40AM		8.55AM	9.53AM		10.42AM	11.20AM	1.27PM				5.35PM	5.35PM		6.30PM		24 hours
	(33.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	
	Time over District			(0.53)	(0.54)	(1.16)	(1.00)	(0.50)	(0.58)	(0.50)	(0.57)	(0.57)	(1.00)	(1.00)	(1.00)	(0.59)	(1.05)	(0.55)	(1.03)	(1.00)	(1.03)	(0.55)	
	Average speed per hour			31.24	30.66	24.00	27.60	33.12	28.54	33.12	29.10	29.10	27.60	27.60	27.60	28.08	25.47	30.00	26.28	27.60	26.28	30.00	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

Trains must get clearance card before leaving Port Costa.

Trains must not exceed speed of forty (40) miles per hour while rounding curves between Krieger and Port Costa.

No. 19 connects with Steamer at Vallejo Junction.
No. 19 and 5 transfer together Benicia to Port Costa.
No. 5 will leave Port Costa ahead of No. 19.

TRAINS STOP AS FOLLOWS:

At Krieger, Nos. 45 and 17 on signal.
At Eckleys, Nos. 41 and 45 on signal.
‡ No. 83 stops on signal, Giant Saturdays only, to receive passengers.
** Nos. 3 and 5 will stop at Vallejo Junction and Richmond to leave passengers from east of Sparks; also Nos. 13 and 15 passengers north Ashland.

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY				THIRD CLASS						Distance from San Francisco.		Time Table No. 120 November 18, 1908.	
	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	218 Sacramento Freight	246 Mendota Freight	268 Way Freight	250 Tracy Way Frt.	220 C. P. Through Freight	202 Sacramento Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS	
											0.0		DN **SAN FRANCISCO** 4.5	Oakland Ferry
											4.5		DN **OAKLAND PIER**	
W											4.5	Automatic Block.	DNR **OAKLAND PIER** 1.4	Double Track.
Term. Yard TYWFIO					11.55AM	11.25AM	7.40AM	6.00AM	4.00AM	12.05AM	5.9		DNR WEST OAKLAND 0.6	
17,626					12.05PM	11.35AM	7.50AM	6.10AM	4.10AM	12.15AM	6.5		PR OAKLAND 1.1	
21,744											7.6		EMERY 1.2	
10,142											8.8		STOCK YARDS 1.6	
14,659											10.4		WEST BERKELEY 0.8	
5,844											11.2		CORBIN 0.5	
7,367											11.7		FLEMING 0.4	
7,575											12.1		NOBEL 0.7	
7,488											12.8		VIGORIT (Spur) 1.1	
16,974											13.9		D STEGE 2.1	
14,930											16.0		D RICHMOND 1.6	
14,223 W											17.6		D SAN PABLO 2.1	
4,170											19.7		GIANT 1.1	
6,194											20.8		SOBRANTE 3.2	
6,520											24.0		N PINOLE 0.8	
4,744											24.8		HERCULES 1.7	
14,695											26.5		RODEO 1.0	
2,315											27.5		OLEUM (Spur) 0.6	
9,096											28.1		TORMEY 0.9	
9,466											29.0		D **VALLEJO JUNC.** 1.0	
22,630											30.0		D CROCKETT 2.1	
43,542 TFIWO					1.55PM	1.05PM	12.20PM	9.00AM	5.40AM	1.40AM	32.1		DNR **PORT COSTA**	
	6.00PM	11.05AM	9.15AM	6.25AM	1.55PM	Via Martinez see page 8.		Via Martinez see page 8	Via Martinez see page 8.	1.40AM	32.1		DN **PORT COSTA** 1.3	Benicia Ferry
	6.15PM	11.15AM	9.30AM	6.40AM	2.45PM					2.30AM	33.4		DNR **BENICIA**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(33.4)	
					(2.00)	(1.40)	(5.00)	(3.00)	(1.40)	(1.35)			............Time over District	
					13.80	15.72	5.25	8.73	15.72	16.54			............Average speed per hour	

First and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table. Inferior trains must govern themselves accordingly.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No train-order Semaphores at Stege, Richmond, San Pablo, Pinole, Vallejo Junction and Crockett. Train orders (19 Form) may be delivered. Telegraphones at Stock Yards and West Berkeley. Telephone at Oakland.

On double track, between Oakland Pier, West Oakland and Port Costa, all trains (except regular trains and passenger extras) will, on receipt of a clearance card and all orders designated thereon, display white signals and run extra without orders to do so; but the time of first and second-class trains must be cleared. Port Costa yard engines must receive train orders to move outside yard limits.

Freight trains must not exceed 30 miles per hour.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco, Port Costa, Benicia and Benicia Ferry. Westward.

Time Table No. 120

November 18, 1908.

		STATIONS	Distance from Port Costa.	THIRD CLASS								FERRY					Telegraph Office Hours
				221 Portland Fast Freight	245 Mendota Freight	217 Freight	241 El Paso Freight	219 Ogden Manifest	249 Tracy Way Freight	267 Way Freight	201 Oregon & Red Bluff Freight	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Oakland Ferry	DN	**SAN FRANCISCO** 4.5	32.1														
	DN	**OAKLAND PIER**	27.6														
Automatic Block. Double Track.	DNR	**OAKLAND PIER** 1.4	27.6														24 hours
	DNR	WEST OAKLAND 0.6	26.2	1.50AM	5.00AM	7.10AM	11.25AM	2.00PM	2.30PM	5.25PM	10.40PM						24 hours
	PR	OAKLAND 1.1	25.6	1.40AM	4.50AM	7.00AM	11.15AM	1.50PM	2.20PM	5.15PM	10.30PM						
		EMERY 1.2	24.5														
		STOCK YARDS 1.6	23.3														
		WEST BERKELEY 0.8	21.7														
		CORBIN 0.5	20.9														
		FLEMING 0.4	20.4														
		NOBEL 0.7	20.0														
		VIGORIT (Spur) 1.1	19.3														
	D	STEGE 2.1	18.2														7.00 AM to 7.00 PM
	D	RICHMOND 1.6	16.1														7.00 AM to 7.00 PM
	D	SAN PABLO 2.1	14.5														7.00 AM to 7.00 PM
		GIANT 1.1	12.4														
		SOBRANTE 3.2	11.3														
	N	PINOLE 0.8	8.1														7.00 p.m. to 7.00 a.m.
		HERCULES 1.7	7.3														
		RODEO 1.0	5.6														
		OLEUM (Spur) 0.6	4.6														
		TORMEY 0.9	4.0														
	D	**VALLEJO JUNC.** 1.0	3.1														7.00 AM to 7.00 PM
	D	CROCKETT 2.1	2.1														7.00 AM to 7.00 PM
	DNR	**PORT COSTA**	0.0	12.20AM	3.10AM	5.15AM	9.20AM	12.20PM	1.00PM	2.15PM	9.10PM						24 hours
Benicia Ferry	DN	**PORT COSTA** 1.3	1.3	12.20AM	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9		9.10PM	12.10PM	3.00PM	4.15PM	7.35PM	10.20PM	
	DNR	**BENICIA**	0.0	11.30PM							8.20PM	11.55AM	2.45PM	4.00PM	7.20PM	10.10PM	24 hours
		(33.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		Time over District		(1.30)	(1.50)	(1.55)	(2.05)	(1.40)	(1.30)	(3.10)	(1.30)						
		Average speed per hour		17.46	15.05	13.67	12.81	16.56	17.46	8.29	17.46						

First and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance card before leaving Port Costa.

REGISTERING STATIONS Exception—

First and second-class trains only will register at Oakland.

Dispatcher's office Oakland Pier will telegraph West Oakland arrival and departure first and second-class trains. Operators will enter same on register.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Benicia and Sacramento.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.			THIRD CLASS				SECOND CLASS				FIRST CLASS										Distance from San Francisco.		Time Table No. 120 November 18, 1908
			270	218	274	202	114	112	54	56	10	16	6	48	18	14	24	2	4	20			
			Red Bluff Freight	Sacramento Freight	Way Freight	Sacramento Freight	Davis Passenger	Red Bluff Passenger	Oroville Passenger	Oroville Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P. Atlantic Express	Sacramento Passenger	Sacramento and Oroville Passenger	Portland Express	Tonopah Express	Overland Limited	C. P. Atlantic Express	Sacramento & Oroville Passenger			
			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
											9.00PM	8 20PM	6.20PM	5.40PM	3.00PM	2.20PM	10.40AM	10.00AM	9.00AM	7.00AM	0.0		DN **SAN FRANCISCO** 33.4
18,530 WTI				2.45PM	7.00AM	2.30AM					s 10.53PM	s10.10PM	s 8.10PM	s 7.20PM	s 4.45PM	s 4.00PM	s 12.30PM	11.55AM	s **10.42**AM	s 8.50AM	33.4	Double Track.	DNR **BENICIA** 0.8
3,369				2.48	7.03	2.34					10.55	10.12	8.12	7.21	4.47	4.02	12.32	11.57	10.45	f 8.52	34.2		MAIL DOCK 0.6
1,549				2.50	7.07	2.38					10.56	10.13	8.13	7.22	f 4.48	4.03	12.33	11.58AM	10.48	f 8.53	34.8		ARMY POINT 0.7
				2.53	7.08	2.42					10.57	10.15	**8.15**	7.24	4.49	**4.05**	12.34	12.01PM	10.51	**8.54**	35.5		N ARSENAL 3.5
6,580 W				3.02	**7.25**	2.58					**11.04**	10.22	8.22	7.30	f 4.57	4.12	12.40	12.06	**11.07**	f 9.01	39.0	Automatic Block	D GOODYEAR 1.0
860													**		f					f	40.0		HOYT (Spur) 3.2
3,046				**3.23**	7.45	3.20					11.12	**10.31**	** 8.31	**7.37**	f **5.07**	4.21	12.47	12.12	11.14	f 9.08	43.2		CYGNUS 1.0
2,053				3.26	7.50	3.25					11.14	10.33	** 8.33	7.39	f **5.16**	4.23	12.49	12.14	11.16	f 9.10	44.2		TEAL 2.4
3,531				3.36	8.00	3.40					11.18	10.38	8.38	7.43	5.20	4.28	**12.58**	12.18	11.20	9.15	46.6		SPRIG 2.9
32,026 WFTYO				3.50	**8.15** **9.25**	3.55 4.35					s 11.24	s 10.43	s 8.45	s 7.47	s 5.28	s 4.35	s 1.03	12.23	s 11.25	s **9.25**	49.5		DN **SUISUN** 3.4
6,032				4.08	**10.05**	4.53					11.29	10.49	8.51	7.52	s 5.36	**4.46**	**1.08**	12.28	11.30	s 9.32	52.9		D TOLENAS 1.9
944															f					f	54.8		VANDEN 1.6
6,702				**4.31** **4.57**	**10.40**	**5.17**					11.35	10.56	8.57	7.57	f **5.50**	**4.57**	1.14	**12.37**	11.36	f 9.39	56.4		CANNON 4.1
12,978 WTFY				**5.39** **5.59**	**11.43**AM	5.35					11.41	11.03	s **9.04**	8.03	s **5.59**	f 5.04	1.20	12.44	s **11.43**	s **9.53**	60.5		DN **ELMIRA** 4.7
5,077				6.23	**12.17**PM	6.00					11.48	11.11	9.12	8.09	s 6.08	**5.12**	1.27	12.52	11.49	s 10.00	65.2		BATAVIA 3.3
9,519 W				6.36	**12.47** **1.33**	**6.25**					11.53	11.17	s 9.18	**8.14**	s 6.15	* 5.17	s **1.33**	**12.57**	11.54AM	s **10.05**	68.5		D DIXON 4.3
7,131				7.00	2.05	6.50					11.59PM	11.24	9.25	8.21	f 6.22	**5.28**	1.39	1.03	**12.04**PM	f **10.19**	72.8		TREMONT 2 8
307																					75.6		BRIGGSTON (Spur) 1.0
17,670 WFY			**4.25**PM	**7.25**	2.40	**7 25**	5.40PM	**3.58**PM	**3.53**PM	**7.25**AM	12.05AM	11.30	s 9.32	8.27	**6.30** **6.40**	s **5.35**PM	s 1.45	1.08	s 12.10	**10.25** **10.35**	76.6		DNR **DAVIS** 3.5
854								f		f					f					f	80.1		SWINGLE (Spur) 1.3
4,612			4.45	7.52	**3.05**	**7.50**	f† 5.50	**4.17**	f**4.17**	**7.38**	12.12	11.38	9.41	8.34	**6.48**		1.53	1.15	12.17	10.43	81.4		D WEBSTER 3.5
1,635			**5.05** **5.16**	8.03	3.18	7.58	5.57	4.29	4.23	7.44	12.18	11.44	9.47	8.39	6.55		1.58	1.20	12.23	10.48	84.9		KOBE 1.3
261																					86.2		LOVDAL (Spur) 1.4
2,192			5.28	8.13	**3.36**	8.06	**6.02**	4.39	4.29	7.48	12.24	11.49	9.52	8.44	7.00		2.03	1.24	12.28	10.53	87.6		MIKON 2.2
Term Yard WFTO			**5.40**PM	8.30PM	**3.50**PM	**8.15**AM	**6.10**PM	**4.45**PM	**4.35**PM	7.55AM	12.30AM	11.55PM	10.00PM	8.50PM	7.10PM		2.10PM	1.30PM	12.35PM	11.00AM	89.8		DNR **SACRAMENTO** 18.2
																					00.0		DNR **ROSEVILLE**
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(56.4)
			(1.15)	(5.45)	(8.50)	(5.45)	(0.30)	(0.47)	(0.42)	(0.30)	(1.37)	(1.45)	(1.50)	(1.30)	(2.25)	(1.35)	(1.40)	(1.35)	(1.53)	(2.10)			................Time over District
			10.50	9.74	7.17	9.74	26.40	16.84	18.85	26.46	32.82	32.22	30.76	37.60	25.00	27.18	33.84	35.56	30.76	25.25			................Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must not exceed 40 miles per hour between Hoyt and Suisun.

Trains must get clearance card before leaving Benicia.

Tolenas—No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 18 and 20 on signal, and No. 6 Tuesdays and Saturdays during hunting season.

At Jacksnipe, between Teal and Sprig, Nos. 18 and 20 on signal and No. 6 on Tuesdays and Saturdays only during hunting season, October 1st to February 15th, inclusive.

**No. 6 stops Tuesdays and Saturdays during hunting season, October 1st to February 15th, inclusive.

At Sheep Camp, 1½ miles east of Webster, Train No. 114 on signal Sundays only.

	Time Table No. 120 November 18, 1908	Distance from Sacramento	FIRST CLASS										SECOND CLASS				THIRD CLASS					Telegraph Office Hours
			23 Tonopah Express	15 California Express	17 Oroville and Sacramento Passenger	47 Sacramento Passenger	13 SanFrancisco Express	9 Fast Mail	3 C. P. Pacific Express	19 Sacramento Passenger	5 C. P. Pacific Express	1 Overland Limited	53 Oroville Passenger	111 Red Bluff Passenger	113 Davis Passenger	55 Oroville Passenger	269 Red Bluff Freight	271 Portland Fast Freight	273 Way Freight	201 Oregon and Red Bluff Freight	221 Portland Fast Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily.	Arrive Daily	
	DN **SAN FRANCISCO** 33.4	89.8	7.48AM	9.48AM	10.48AM	11.28AM	12.28PM	1.08PM	3.28PM	7.28PM	7.28PM	8.28PM										
Automatic Block. Double Track.	DNR **BENICIA** 0.8	56.4	s 6.00AM	s 7.40AM	s 8.55AM	s 9.53AM	s **10.42**AM	11.20AM	s 1.27PM	s 5.30PM	s 5.35PM	s 6.30PM							4.30PM	8.20PM	11.30PM	24 hours
	MAIL DOCK 0.6	55.6	5.56	7.35	8.49	9.49	10.38	11.16	1.22	f 5.25	5.32	6.25							4.15	8.10	11.25	
	ARMY POINT 0.7	55.0	5.55	7.33	f 8.48	9.48	10.36	11.14	1.19	f 5.23	5.31	6.23							4.05	8.07	11.21	
	N ARSENAL 3.5	54.3	5.53	7.32	**8.47**	9.47	10.35	11.13	1.18	5.21	5.30	6.22							**4.00**	**8.04**	11.18	7.00 pm to 7.00 am
	D GOODYEAR 1.0	50.8	5.47	**7.25**	s 8.40	9.42	10.29	**11.07**	1.12	s 5.15	5.24	6.17							3.40	7.52	**11.04**	7.00 AM to 7.00 PM
	HOYT (Spur) 3.2	49.8			f					f												
	CYGNUS 1.0	46.6	5.40	7.16	f 8.32	9.35	10.22	11.00	1.05	f **5.07**	5.18	6.10							**3.23**	**7.37**	**10.31**	
	TEAL 2.4	45.6	5.38	7.14	f 8.30	9.33	10.20	10.58	1.03	f 5.05	**5.16**	6.08							3.10	7.28	10.15	
	SPRIG 2 9	43.2	5.33	7.09	8.25	9.29	10.16	10.54	**12.58**	4.58	5.11	6.04							2.50	7.18	10.03	
	DN **SUISUN** 3.4	40.3	* 5.28	* 7.04	s **8.20**	s 9.25	**10.11	10.51	s 12.49	s 4.53	5.07	6.00							2.30	7.10	9.50	24 hours
	D TOLENAS 1.9	36.9	5.22	6.56	s 8.13	9.17	**10.05**	10.45	12.43	s **4.46**	5.02	5.55							**1.08**	6.35	9.35	7.00 AM to 7.00 PM
	VANDEN 1.6	35.0			f					f												
	CANNON 4.1	33.4	**5.17**	6.49	f 8.05	9.11	9.59	**10.40**	**12.37**	f **4.36**	**4.57**	**5.50**							**12.37**PM	6.20	9.20	
	DN **ELMIRA** 4.7	29.3	* 5.10	* 6.42	s 7.58	9.04	** **9.53**	10.35	s 12.26	s 4.30	4.50	**5.44**							**11.43**AM	**5.59** **5.34**	**9.04**	24 hours
	BATAVIA 3.3	24.6	5.02	6.32	s 7.47	8.57	9.42	10.29	**12.17**	s 4.18	4.43	5.37							10.58	**5.12**	8.32	7.00 pm to 7.00 am
	D DIXON 4.3	21.3	4.57	**6.25**	s 7.41	8.52	9.37	**10.25**	12.10	s 4.13	4.38	5.33							**10.25** **10.00**	4.55	**8.14**	7.00 AM to 7.00 PM
	TREMONT 2.8	17.0	4.51	6.17	f 7.33	8.47	**9.28**	**10.19**	**12.04**PM	f 4 05	4.31	**5.28**							**9.28**	4.42	7.45	
	BRIGGSTON (Spur) 1.0	14.2																				
	DNR **DAVIS** 3.5	13.2	* 4.45	* **6.10**	s **7.25**	**8.42**	9.23AM	10.14	s 11.55AM	**3.58** **3.53**	**4.25**	5.22	**10.25**AM	**10.30**AM	**5.30**PM	**6.35**PM	**6.00**AM	6.50AM	**8.42**	**4.25** **3.30**	**7.25**	24 hours
	SWINGLE (Spur) 1.3	9.7			f					f			f		f	f						
	D WEBSTER 3.5	8.4	* 4.35	6.00	* 7.15	8.35		10.08	11.45	3.45	**4.17**	5.15	10.15	f 10.20	f 5.22	6.25	5.44	6.30	**7.50** **7.33**	**3.05**	**6.48**	7.00 AM to 7.00 PM
	KOBE 1.3	4.9	4.30	5.55	7.10	8.30		10.03	11.40	3.40	4.10	**5.10**	10.10	10.15	**5.16**	6.20	5.33	6.20	7.22	2.53	6.30	
	LOVDAL (Spur) 1.4	3.6																				
	MIKON 2.2	2.2	4.26	5.51	7.06	8.26		10.00	11.36	**3.36**	4.06	5.06	10.06	10.11	5.11	**6.16**	5.25	6.13	7.15	2.45	**6.16** **5.57**	
	DNR **SACRAMENTO**	0.0	4.20AM	5.45AM	**7.00**AM	**8.20**AM		**9.55**AM	11.30AM	3.30PM	**4.00**PM	**5.00**PM	**10.00**AM	**10.05**AM	**5.05**PM	**6.10**PM	5.15AM	6.05AM	**7.00**AM	2.35PM	**5.40**PM	24 hours
	18.2																					
	DNR **ROSEVILLE**	0.0																			4.30PM	
	(56.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
	Time over District		(1.40)	(1.55)	(1.55)	(1.30)	(1.19)	(1.25)	(1.57)	(2.00)	(1.35)	(1.30)	(0.25)	(0.25)	(0.25)	(0.25)	(0.45)	(0.45)	(9.20)	(6.10)	(5.50)	
	Average speed per hour		33.84	29.42	29.42	37.60	32.82	39.81	28.92	28.20	35.63	37.60	31.68	31.68	31.75	31.75	17.64	17.64	6.84	9.50	9.90	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Tolenas—No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 17 and 19 on signal.
At Jacksnipe between Sprig and Teal Nos. 17 and 19 on signal.
** No. 13 will stop only to leave passengers from north of Davis.

REGISTERING STATIONS (Exception):

Sacramento Depot (1st and 2d class trains).
** Sacramento (12th St.), 2d class and other inferior class trains.
NOTE—Operator Davis will register for first-class trains, in accordance special rule page 26.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Port Costa and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	**THIRD CLASS**			**SECOND CLASS**					**FIRST CLASS**				Distance from San Francisco		Time Table No. 120 November 18, 1908
	246	250	220	148	144	146	142	60	26	50	8	84			
	Mendota Freight	Tracy Way Freight	Through Freight	Martinez Passenger	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	The Owl	Stockton & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
				7.00PM	4.00PM	9.40AM	7.40AM	7.40AM	5.00PM	3.20PM	10.20AM	8.20AM	0.0		DN **SAN FRANCISCO** (32.1)
74,235 WTFI	1.15PM	**9.12AM**	5.40AM	8.30PM	5.28PM	11.15AM	**9.12AM**	**9.12AM**	**6.20PM**	**4.49PM**	11.45AM	9.37AM	32.1	Automatic Block.	DNR **PORT COSTA** 3.6
12,005 WT	1.35	**9.45**	6.00	**8.40PM**	s 5.37	**11.25AM**	s 9.25	s 9.20	6.28	s **4.58**	s **11.54AM**	s **9.45**	35.7		DR **MARTINEZ** 1.3
5,026					f		f	f					37.0		LEWIS 0.8
7,080					f		f	f				*	37.8		PEYTON 1.3
4,053	1.54	**10.20**	6.15		s **5.48PM**		s 9.40AM	s 9.27AM	6.32	f 5.04	12.01PM	† 9.52	39.1		DR **AVON** 3.1
13,552	2.10	**10.43**	6.32						6.37	f 5.10	f 12.07	f 9.57	42.2		N BAY POINT 3.6
	2.42	**11.02**	**6.58**						6.42	f 5.15	12.12	f **10.08**	45.8		McAVOY 4.1
7,079	3.08	11.20	**7.28**						6.48	s 5.23	s 12.21	s **10.16**	49.9		D CORNWALL 1.9
1,323	3.14	11.25	7.35						6.51	f **5.30**	12.24	f 10.18	51.8		LOS MEDANOS 2.3
													54.1		PRINCE 0.4
4,457	3.23	11.37	7.43						6.55	s 5.35	* 12.29	s **10.22**	54.5		D ANTIOCH 3.8
4,453	3.35	11.50AM	7.58						7.01	f 5.41	12.37	f 10.29	58.3		NEROLY 4.4
6,348 W	3.52	12.08PM	**8.21**						7.07	s 5.49	* 12.44	s 10.38	62.7		N BRENTWOOD 5.2
4,940	4.15	12.25	**8.48**						7.13	s 5.59	s 12.55	s 10.49	67.9		D BYRON 4.7
3,520	**4.42**	12.40	**9.17**						7.19	f 6.06	1.04	f 10.58	72.6		HERDLYN 4.1
5,693	5.05	**1.11**	9.32						7.25	s 6.12	**1.11**	f 11.06	76.7		D BETHANY 3.4
2,519	5.23	**1.41**	9.45						7.29	6.18	1.17	11.12	80.1		JANNEY 3.1
Term. Yard WFTYO	5.45PM	2.00PM	10.00AM						s 7.35PM	¶ 6.25PM	¶ **1.25PM**	¶ 11.20AM	83.2		DNR **TRACY**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(51.1)
	(4.30)	(4.48)	(4.20)	(0.10)	(0.20)	(0.10)	(0.28)	(0.15)	(1.15)	(1.36)	(1.40)	(1.43)	................Time over District		
	11.39	10.64	11.76	21.60	21.00	21.60	15.10	28.00	40.86	31.73	30.66	29.75	................Average speed per hour		

On single track, westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

Trains must not exceed 40 miles per hour rounding curves between Port Costa and Martinez.

Trains must get clearance card before leaving Port Costa.

TRAINS WILL STOP AS FOLLOWS:
At Nevada Dock, Trains Nos. 142, 144 and 60 on signal.
At Newlove No. 50 stop on signal.

		Time Table No. 120 November 18, 1908	Distance from Tracy	FIRST CLASS					SECOND CLASS					THIRD CLASS					Telegraph Office Hours
				25	81	49	83	7	141	143	59	145	147	217	241	249	219	245	
				The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	Martinez Passenger	Freight	El Paso Freight	Tracy Way Freight	Ogden Manifest	Mendota Freight	
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
		SAN FRANCISCO (32.1)	83.2	8.48AM	10.28AM	12.08PM	4.48PM	7.48PM	9.28AM	6.08PM	6.08PM	6.48PM	10.38PM						
Automatic Block.	DNR	**PORT COSTA** 3.6	51.1	s 7.22AM	s **9.12**AM	s 10.37AM	s 3.10PM	s **6.13**PM	s 7.40AM	s **4.37**PM	**4.40**PM	s 5.08PM	9.00PM	5.15AM	**9.02**AM	12.30PM	12.20PM	3.10AM	24 hours
	DR	**MARTINEZ** 1.3	47.5	7.14	f 9.03	s 10.28	s 3.00	s 6.03	s 7.33	s 4.22	4.30	**4.58**PM	**8.50**PM	4.55	8.40	**12.05**PM **11.20**AM	**11.54**AM	2.47	7.00 AM to 7.00 PM
		LEWIS 0.8	46.2						f	f	f								
		PEYTON 1.3	45.4			f			f	f	f								
	DR	**AVON** 3.1	44.1	7.08	8.57	f **10.20**	2.53	* **5.55**	7.25AM	4.10PM	4.20PM			4.37	8.20	10.55	11.28	2.30	7.00 AM to 7.00 PM
	N	BAY POINT 3.6	41.0	7.03	f 8.52	f 10.14	f 2.48	f 5.48						4.20	8.05	**10.43**	11.16	2.15	7.00 PM to 7.00 AM
		McAVOY 4.1	37.4	**6.58**	8.47	f **10.08**	**2.42**	f 5.42						4.03	7.49	10.30	**11.02**	1.52	
	D	CORNWALL 1.9	33.3	6.52	s 8.40	s **9.57**	s 2.35	s 5.33						3.40	**7.23**	**10.16** **9.47**	10.42	1.28	7.00 AM to 7.00 PM
		LOS MEDANOS 2.3	31.4	6.48	8.37	f 9.54	2.32	f **5.30**						3.25	7.18	9.30	10.35	1.15	
		PRINCE 0.4	29.1																
	D	ANTIOCH 3.8	28.7	6.44	s 8.33	s 9.49	s 2.28	s 5.22						3.12	7.08	9.10	**10.22**	1.00	7.00 AM to 7.00 PM
		NEROLY 4.4	24.9	6.38	8.27	f 9.42	2.20	f. 5.12						2.52	6.53	8.45	9.57	12.41	
	N	BRENTWOOD 5.2	20.5	**6.32**	s **8.21**	s **9.35**	s 2.13	s 5.05						2.30	**6.32**	**3.21**	**9.35**	12.20AM	7.00 PM to 7.00 AM
	D	BYRON 4.7	15.3	6.24	s 8.13	s 9.25	s 2.02	s 4.53						1.58	5.59	7.35	**8.48**	11.45PM	7.00 AM to 7.00 PM
		HERDLYN 4.1	10.6	6.17	**8.06**	f **9.17**	1.53	**4.42**						1.33	5.40	7.15	**8.06**	11.20	
	D	BETHANY 3.4	6.5	6.12	† 8.01	s 9.08	1.46	f 4.35						1.13	5.25	6.58	7.42	11.00	7.00 AM to 7.00 PM
		JANNEY 3.1	3.1	6.07	7.57	9.02	**1.41**	4.28						12.56	5.12	6.43	7.28	10.45	
	DNR	**TRACY**	0.0	6.02AM	7.52AM	8.58AM	**1.35**PM	4.23PM						12.40AM	5.00AM	6.30AM	7.15AM	10.30PM	24 hours
		(51.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
		Time over District		(1.20)	(1.20)	(1.39)	(1.35)	(1.50)	(0.15)	(0.27)	(0.20)	(0.10)	(0.10)	(4.35)	(4.02)	(6.00)	(5.05)	(4.40)	
		Average speed per hour		38.31	38.31	30.96	32.20	27.87	28.00	15.65	21.00	21.60	21.60	11.15	12.66	9.05	10.50	10.95	

On single track, westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

TRAINS WILL STOP AS FOLLOWS:

At Nevada Dock, Trains Nos. 59, 141 and 145 on signal.

At Newlove No. 49 stop on signal.

† No. 81 stops on signal at Bethany and Bay Point to pick up Oakland or San Francisco passengers.

REGISTERING STATIONS:

NOTE—Operators Martinez and Avon will register for first-class trains in accordance special rule page 26.

Eastward.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS		FIRST CLASS												Distance from San Francisco	Time Table No. 120 November 18, 1908	Minimum running time between stations for passenger trains—minutes.
	288	802	280	278	804	512	186	98	96	506	88	38	94	58	92	32	502	82	90			
	Freight	San Jose Way Freight Via S. P. C.	San Jose Way Freight	Way Freight	Freight Via S. P. C.	Hunters' Train Via S. P. C.	Los Banos and Fresno Hunters' Train	San Jose Passenger	San Jose Passenger	San Jose Passenger Via S. P. C.	Livermore Passenger	Stockton and Lodi Passenger	San Jose Passenger	San Jose Passenger Via S. P. C.	San Jose Passenger	Stockton & Sacramento Express	Laurel Passenger Via S. P. C.	Stockton Passenger	San Jose Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
						9.00PM	2.00PM	6.40PM	5.20PM	5.00PM	4.40PM	4.00PM	3.00PM	1.40PM	1.20PM	9.00AM	8.00AM	7.40AM	6.40AM	0.0	DN **SAN FRANCISCO** 4.5 Oakland Ferry	
						9.18	2.18	6.58	5.38	5.18	4.58	4.18	3.18	1.58	1.38	9.18	8.18	7.58	6.58	4.5	DN **OAKLAND PIER**	
						9.25PM	2.25PM	7.07PM	5.49PM	5.28PM	5.07PM	4.27PM	3.25PM	2.09PM	1.48PM	9.29AM	8.28AM	8.07AM	7.07AM	4.5	DNR **OAKLAND PIER** 1.4 Cedar St. Crossing.	
Term. Yard WTYFOI	11.30PM	11.40AM	10.25AM	6.50AM	12.05AM															5.9	DNR WEST OAKLAND W. P. Crossing (Chestnut Street) 1.8	
I						s 9.34	s 2.34	s 7.16	s 5.58	s 5.37	s 5.16	s 4.36	s 3.35	s 2.18	s 1.57	s 9.39	s 8.38	s 8.16	s 7.17	7.7	R OAKLAND (First St.) Webster St. Crossing. 1.6 Double Track	
27,969 WI						s 9.38	s 2.38	† 7.20	† 6.02	5.41	†5.19	4.39	† 3.39	2.22	† 2.01	s 9.43	8.41	8.19	† 7.21	9.3	EAST OAKLAND 0.7	
6,844																				10.0	23RD AVENUE. 0.6	
4,177 I		**	**			s 9.42	s 2.42	s 7.24	s 6.06	s 5.44	s 5.23	s 4.43	s 3.42	s 2.25	s 2.05	s 9.47	s 8.45	s 8.23	s 7.25	10.6	FRUITVALE (No Siding) 2.0	
672																				12.6	KOHLER (Spur) 0.4	
443								f	f		f		f		f					13.0	FITCHBURG (Spur) 1.4	
6,178	12.05AM	12.15PM	**10.55**AM	7.18AM	12.40AM	s 9.50PM	f 2.48	f **7.30**	f 6.15	s 5.50PM	f 5.30	4.48	f **3.48**	s 2,35PM	f 2.12	9.53	s 8.53AM	**8.31**	f **7.33**	14.4	DNR **ELMHURST** 1.4	
8,528 W	12.09	TO SANTA CLARA	11.10	**7.23** **7.35**	TO SANTA CLARA	TO SANTA CLARA	s 2.50	s 7.34	s 6.19	TO SANTA CLARA	s 5.35	4.50	s 3.51	TO SANTA CLARA	s 2.15	s 9.56	TO SANTA CLARA	8.33	s **7.35**	15.8	D SAN LEANDRO 1.7	
806	12.15		11.20	7.48			2.53	f 7.38	f 6.24		f 5.39	4.52	f 3.54		f 2.18	* 10.00		8.36	f 7.38	17.5	ESTUDILLO 1.0	
4,540	12.17		11.25	7.52			s **2.54**	s **7.40**	s **6.34**		s **5.45**	4.54	s 3.56		s 2.20	s 10.02		8.37	s 7.41	18.5	D LORENZO 2.6	
10,443	12.26		11.50AM	**8.17**			s 2.59	s 7.46	s 6.38		s 5.50	4.58	s 4.01		s **2.26**	s 10.08		8.41	s 7.47	21.1	D HAYWARD 3.9 Automatic Block	
2,776	12.38		12.10PM	8.33			**3.11**	f 7.54	**6.43**		f 5.56	5.03	4.08		f 2.34	10.14		8.46	f 7.55	25.0	HALVERN 2.5	
5,786	12.47		12.25	**8.50**			* 3.15	s 8.00	s **6.48**		s **6.02**	5.06	s 4.12		s 2.40	s **10.19**		**8.50**	s **8.06**	27.5	D DECOTO 2.7	
20,873 WY	12.56		**1.00**PM	9.10			s 3.19	s 8.07PM	s 6.55PM		s **6.14**	s **5.15**	s 4.20PM		s **2.48**PM	s 10.28		s 8.55 8.59	s 8.12AM	30.2	DNR **NILES** 2.5	4
2,483	1.10			9.30			* 3.24				f 6.20	5.20				f 10.35		9.04		32.7	FARWELL 3.9	5
3,540	1.28			9.55			s 3.31				s 6.29	**5.27**				s 10.47		9.11		36.6	D SUNOL 5.3	7
10,657	1.51			10.20			s 3.41				s 6.40	s 5.35				s **11.01**		s 9.20		41.9	D PLEASANTON 1.5	
3,504											f									43.4	REMILLARD 0.6	3
14,366	2.01			**10.35**			3.44				6.46	**5.44**				11.05		**9.23**		44.0	ELIOT 3.9	4
13,487 WT	2.30			**11.04** 11.55AM			s 3.50				6.55PM	s 5.50				s **11.14**		s **9.29**		47.9	DR LIVERMORE 3.6	5
1,715	2.47			12.10PM			**3.56**					5.55				* 11.22		9.34		51.5	ULMAR 4.5	7
4,359	3.20			12.33			* 4.05					**6.03				s 11.32		** 9.42		56.0	D ALTAMONT 4.5	8
2,136	3.45			12.55			4.14					6.12				f 11.42		** 9.52		60.5	CAYLEY 3.5	6
2,674	4.02			**1.34**			* 4.21					**6.19				s 11.50AM		9.59		64.0	MIDWAY 5.7	8
1,722	4.33			**2.30**			4.31					6.27				12.02PM		10.10		69.7	ELLIS 2.1	3
WFTYO Interm. Yard	4.50AM			2.50PM			¶ **4.35**PM					6.30PM				¶ 12.08PM		10.15AM		71.8	DNR **TRACY**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(71.8)	
	(5.20)	(0.35)	(2.35)	(8.00)	(0.35)	(0.25)	(2.10)	(1.00)	(1.06)	(0.22)	(1.48)	(2.03)	(0.55)	(0.26)	(1.00)	(2.39)	(0.25)	(2.08)	(1.05)		……Time over District	
	12.28	14.51	9.20	8.34	14.51	(24.00)		25.70	23.39	27.00	24.10	32.79	28.03	22.84	25.65	25.40	24.00	31.55	23.72		……Average speed per hour	

** Nos. 280 and 802 pick up milk cans at Sather.

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72). Exception No. 280 is superior to No. 279.

On double-track, between Oakland Pier, West Oakland and Elmhurst, all trains (except regular trains and passenger extras) will, on receipt of a clearance card and all orders designated thereon, display white signals and run extra without orders to do so, but the time of first and second-class trains must be cleared.

TRAINS WILL STOP AS FOLLOWS:

**No. 38 and 82 stop to leave passengers from San Francisco, Oakland or San Jose.

At South San Leandro, all passenger trains except Nos. 32, 38, 82, 94 and 186 on signal.

At Cherry, all passenger trains, except Nos. 32, 38, 82, 94 and 186 on signal.

At Brightside, No. 88 on signal.

At Bonita, Nos. 32 and 88 on signal.

At Verona, Nos. 32 and 88, on signal.

At Merienda, No. 88 on signal.

At Mayborg, No. 88 on signal.

At Bell Spur, No. 32 and No. 186 on signal; also No. 38 to leave Passengers from San Francisco or Oakland.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco and Tracy. Westward.

Minimum running time between stations for freight trains — min.	Time Table No. 120 November 18, 1908 **STATIONS**	Distance from Tracy	FIRST CLASS											SECOND CLASS			THIRD CLASS					Telegraph Office Hours
			89	91	87	505	93	95	31	501	97	37	57	187	511	185	803	277	279	287	801	
			San Jose Passenger	San Jose Passenger	Livermore Passenger	San Jose Passenger Via S. P. C.	San Jose Passenger	San Jose Passenger	Stockton & Sacramento Express	Laurel Passenger Via S. P. C.	San Jose Passenger	Stockton & Milton Passenger	San Jose Passenger Via S. P. C.	Livermore Passenger	Hunters' Train Via S. P. C.	Los Banos & Fresno Hunters' Train.	Freight via S. P. C.	Way Freight	San Jose Way Freight	Freight	San Jose Way Freight Via S. P. C.	
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	
	DN **SAN FRANCISCO** (Oakland Ferry) 4.5	71.8	7.08 AM	7.48 AM	8.28 AM	8.48 AM	9.28 AM	2.48 PM	4.28 PM	5.48 PM	6.48 PM	7.28 PM	9.58 PM	11.48 AM	8.28 PM	10.38 PM						
	DN **OAKLAND PIER**	67.3	6.48	7.28	8.08	8.28	9.08	2.28	4.08	5.28	6.28	7.08	9.38	11.28	8.08	10.18						
	DNR **OAKLAND PIER** (Double Track) (Automatic Block.) 1.4 Cedar St. Crossing	67.3	6.40 AM	7.15 AM	8.02 AM	8.20 AM	9.02 AM	2.12 PM	4.03 PM	5.15 PM	6.20 PM	7.04 PM	9.25 PM	11.12 AM	8.05 PM	10.10 PM						24 hours
	DNR WEST OAKLAND W. P Crossing (Chestnut St.) 1.8	65.9															7.40 AM	4.20 PM	7.50 PM	8.25 PM	8.40 PM	24 hours
	R OAKLAND (First St.) Webster St. Crossing 1.6	64.1	s 6 30	s 7.03	s 7 50	s 8.08	s 8.50	s 2.02	s 3.52	s 5 04	s 6.10	s 6.55	s 9.14	s 11.03	s 7.55	s 10.00						
	EAST OAKLAND 0.7	62.5	* 6.25	6.57	7.45	8.04	8.45	1.56	s 3.47	5.00	6.04	6.51	9.09	10.58	s 7.51	s 9.56						
	23RD AVENUE 0.6	61.8																				
	FRUITVALE (No Siding) 2.0	61.2	s 6.20	s 6.53	s 7.40	s 8.00	s 8.41	s 1.53	s 3.43	s 4.55	s 6.00	s 6.47	s 9.05	s 10.55	s 7.47	s 9.52						
	KOHLER (Spur) 0.4	59.2																				
	FITCHBURG (Spur) 1.4	58.8	f	f	f			f						f								
	DNR **ELMHURST** 1.4	57.4	f 6.12	f 6.43	f **7.33**	7.51 AM	f **8.31**	f 1.43	**3.34**	4.45 PM	f 5.53	6.41	8.55 PM	f **10.46**	7.40 PM	f 9.44	7.05 AM	**3.34 PM**	**7.25 PM**	7.55 PM	8.10 PM	24 hours
	D SAN LEANDRO 1.7	56.0	s 6.08	s 6.40	s **7 28**	FROM SANTA CLARA	s 8.27	s 1.39	s 3.31	FROM SANTA CLARA	s 5.50	* 6.39	FROM SANTA CLARA	s 10.42	FROM SANTA CLARA	s 9.41	FROM SANTA CLARA	3.13	7.18	7.48	FROM SANTA CLARA	6.30 AM to 6.30 PM
	ESTUDILLO 1.0	54.3	f 6.04	f 6.36	f 7.25		f 8.23	f 1.35	3.27		f 5.46	6.36		f 10.38		9.37		3.00	7.13	7.43		
	D LORENZO 2.6	53.3	s 6.02	s 6.34	s 7.23		s 8.22	s 1.32	s 3.25		s **5.45**	* **6.34**		s 10.37		s 9.35		**2.54**	7.10	**7.40**		6.30 AM to 6.30 PM
	D HAYWARD 3.9	50.7	s 5.57	s 6.28	s 7.18		s **8.17**	s 1.27	s 3.19		s 5.38	* 6.30		s 10.32		s 9.30		**2.26**	7.01	7.20		6.45 AM to 7.45 PM
	HALVERN 2.5	46.8	f 5.48	f 6.20	f 7.11		f 8.10	f 1.17	**3.11**		5.27	6.23		f 10.24		9.22		2.00	**6.43**	7.01		
	D DECOTO 2.7	44.3	s 5.43	s 6.15	s 7.06		s **8.06**	s 1.12	s 3.06		f 5.21	* **6.19**		s **10.19**		f 9.17		1.43	**6.19** **5.57**	**6.48**		6.00 AM to 6.00 PM
7	DNR **NILES** 2.5	41.6	5.38 AM	6.10 AM	s 6.59		8.00 AM	**1.07 PM**	**3.00** **2.56**		**5.15 PM**	s **6.14**		s 10.05		s 9.12		**1.30** **12.35**	5.45 PM	**6.14**		24 hours
12	FARWELL 3.9	39.1			f 6.53				‡ 2.48			‡ 6.07		f 9.52		* 9.04		12.10 PM		5.47		
12	D SUNOL 5.3	35.2			s 6.46				s 2.37			s 5.59		s 9.40		s 8.56		11.48 AM		**5.27**		6.30 AM to 6.30 PM
3	D PLEASANTON 1.5	29.9			s 6.35				s 2.25			s 5.48		s 9.28		s 8.45		**11.01**		4.53		6.25 AM to 7.00 PM
	REMILLARD 0.6	28.4			f				f					f								
10	ELIOT 3.9	27.8			6.32				2.19			**5.44**		**9.23**		8.40		**10.35**		4.43		
9	DR LIVERMORE 3.6	23.9			6.25 AM				s 2.13			s 5.34		9.10 AM		s 8.34		**9.29**		4.25		6.50 AM to 6.50 PM
14	ULMAR 4.5	20.3							† 2.02			5.25				8.27		8.25		**3.56**		
14	D ALTAMONT 4.5	15.8							s 1.52			f 5.17				f 8.18		8.05		3.30		7.00 AM to 7.00 PM
11	CAYLEY 3.5	11.3							† 1.41			f 5.05				8.08		7.45		3.09		
15	MIDWAY 5.7	7.8							f **1.34**			f 4.58				* 8.00		7.30		2.53		
5	ELLIS 2.1	2.1							1.22			4.47				s 7.49		7.09		**2.30**		
	DNR **TRACY**	0.0							1.17 PM			**4.43 PM**				7.45 PM		7.00 AM		2.15 PM		24 hours
	(71.8)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	
	Time over District		(1.02)	(1.05)	(1.37)	(0.29)	(1.02)	(1.05)	(2.46)	(0.30)	(1.05)	(2.21)	(0.30)	(2.02)	(0.25)	(2.25)	(0.35)	(9.20)	(2.05)	(6.10)	(0.30)	
	Average speed per hour		24.87	23.72	26.82	20.83	24.87	23.72	24.32	19.80	23.72	28.58	19.80	21.34	24.00	27.84	14.51	7.81	11.66	10.80	16.10	

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception: 280 is superior to No. 279.

No. 31 connects with No. 83 at Tracy for passengers only between Tracy and San Jose, inclusive.

Nos. 501 and 97 must give eastward "Horse Shoe" trains preference to station at Oakland (First St.).

REGISTERING STATIONS (exception):

West Oakland, all trains except first and second class. Movement of such trains out of Oakland Pier will be telegraphed from Oakland Pier. See page 26.

TRAINS WILL STOP AS FOLLOWS:

‡No. 31 stops at Farwell on signal daily except Sunday to receive passengers.
No. 37 will stop at Decoto, Hayward, Lorenzo and San Leandro to leave passengers from east Farwell, inclusive.
‡No. 37 stops at Farwell on signal daily, to receive passengers, except when picnic trains are run.
At South San Leandro, all passenger trains, except Nos. 31, 37, and 93 on signal.
At Cherry, all passenger trains, except Nos. 31, 37, 91 and 185 on signal.
No. 87 and 187 handles milk east of Niles.
Nos. 91 and 97 handle milk west of Niles.

At Merienda, No. 87 on signal.
At Mayborg. No. 87 on signal.
At Brightside, Nos. 187 and 87 on signal.
At Verona, Nos. 31, 37, 187 and 87 on signal.
At Bonita, Nos. 31, 37 and 87 on signal.
Bell Spur, No. 37 on signal.

Eastward.

FROM SAN FRANCISCO—Tracy Sub-Division—Tracy and Stockton.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS						SECOND CLASS		FIRST CLASS								Distance from San Francisco via Niles		Time Table No. 120 November 18, 1908
	284	220	286	298	288	282	136	126	50	38	124	8	32	84	82	122			
	Sunset Manifest	C. P. Through Freight	Way Freight	Berenda Freight	Freight	Fresno Freight	Stockton Passenger	Stockton Passenger	Stockton and Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	LosAngeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Stockton Passenger	Sacramento Passenger			
	Lv. Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Lv. Daily	Lv. Daily	Lv Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
							10.20AM	8.20AM	3.20PM	4.00PM		10 20AM	9.00AM	8.20AM	7.40AM		0.0		DN **SAN FRANCISCO** 71.8
Interm. Yard WFTYO	10.50AM	10.35AM	**6.45**AM	**6.05**AM	5.30AM		**1.35**PM		6.50PM	**6.35**PM	3.20PM	**1.45**PM	12.30PM	11.35AM	10.20AM	**7.55**AM	71.8	Automatic Block	DNR **TRACY** 3.1
4,222	11.00	10.45	6.55	**6.27**	**5.48**		f 1.40		* 6.55	6.40	s 3.27	1.51	* **12.41**	11.40	10.25	s 8.01	74.9		BANTA 3.7
3,052	11.10	10.57	**7.12**	6.39	**6.05**		1.47		7.01	6.45	3.35	1.57	**12.46**	11.47	10.30	8.08	78.6		MINARD 3.9
32,675 WY	**11.27**AM **12.24**PM	**11.17**AM **12.24**PM	**7.32**	**6.55**AM	6.18	**5.30**AM	1.53	**11.58**AM	s **7.10**PM	s 6.52	**3.45** **3.58**	2.05PM	s **12.56**	s **11.55**AM	s 10.36	**8.17** **8.30**	82.5		DNR **LATHROP** 4.6
5,214	**1.06**	12.37	**8.15**		**6.37**	5.45	f 2.03	f **12.14**PM		**7.02**	s **4.10**		* **1.06**		**10.44**	s 8.39	87.1		FRENCH CAMP 1.6
I																	88.7		W. P. Crossing 3.2
I Interm. Yard WFTYO	**1.40**PM	12.55PM	**8.40**AM		6.55AM	6.00AM	2.15PM	12.25PM		s 7.11PM	s 4.20PM		s 1.16PM		10.55AM	s **8.50**AM	91.9		A. T. & S. F. Crossing DNR * **STOCKTON** 1.4
	Ar. Daily	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	(2.50)	(1.20)	(1.55)	(0.50)	(1.25)	(0.30)	(0.40)	(0.20)	(0.20)	(0.36)	(1.00)	(0.20)	(0.46)	(0.20)	(0.35)	(0.55)			................Time over District
	10.31	15.07	13.30	12.84	14.36	18.80	30.15	28.20	32.10	32.56	25.72	32.10	26.22	32.10	34.25	28.04			................Average speed per hour

*Stockton—No Train-order Semaphore.

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Trains must get clearance card before leaving Lathrop.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, 122, 124, 136 on signal.

TOWARD SAN FRANCISCO—Tracy Sub-Division (Continued):—Tracy and Stockton.

Westward.

	Time Table No. 120 November 18, 1908	Distance from Sacramento	FIRST CLASS									SECOND CLASS			THIRD CLASS									Telegraph Office Hours
			25	81	49	31	83	7	37	121		135	125		219	283	281	287		285	297	217	223	
			The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger		Stockton Passenger	Stockton Passenger		Ogden Manifest	Sunset Manifest	Fresno Freight	Freight		Way Freight	Berenda Freight	Freight	Tracy Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily		Ar. Daily Ex. Sun.	Ar. Daily Ex.Sunday	Arrive Daily	Arrive Daily	
	DN **SAN FRANCISCO** 71.8	140.1	8.48AM	10.28AM	12.08PM	4.28PM	4.48PM	7.48PM	7 28PM			12.08PM												
Automatic Block	DNR **TRACY** 3.1	68.3	5.55AM	7.50AM	¶ 8.37AM	¶12.51PM	¶ 1.16PM	4.18PM	4.37PM	7.30PM		8.48AM			6.45AM	7.40AM		1.05PM		6.30PM	5.00PM	11.55PM	12.05AM	24 hours
	BANTA 3.7	65.2	5.48	7.44	8.31	s 12.41	1.11	4.11	f 4.30	* 7.23		f 8.41			6.27	7.26		12.55		6.12	4.47	11.35	11.53PM	
	MINARD 3.9	61.5	5.42	7.38	8.25	12.32	*1.05	4.05	4.24	7.17		8.36			6.05	7.12		12.46 12.22PM		6.00	4.35	11.18	11.37	
	DNR **LATHROP** 4.6	57.6	5.35AM	s 7.32	8.17AM	s 12.24	12.58PM	3.58PM	s 4.17	s 7.10		s 8.30	11.50AM		5.35 5.30	6.55	11.00AM	11.55AM 11.40		5.47	4.17PM	10.57	11.20	24 hours
	FRENCH CAMP 1.6	53.0		7.25		f 12.14			f 4.10	s 7.02		f 8.15	f 11.40		5 15	6.37	10.44	11.23		5.35		10.37	11.03	
	W. P. Crossing 3.2	51.4																						
	A. T. & S. F. Crossing DNR* **STOCKTON** 1.4	48.2		7.16AM		12.01PM			4.00PM	s 6.47PM		8.05AM	11.30AM		4.55AM	6.20AM	10.15AM	11.10AM		¶ 5.15PM		10.15PM	10.45PM	24 hours
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dailv		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Lv . Daily		Lv. Daily Ex. Sunday	Lv. Daily Ex.Sunday	Leave Daily	Leave Daily	
	Time over District...............		(0.20)	(0.34)	(0.20)	(0.50)	(0.18)	(0.20)	(0.37)	(0.43)		(0.43)	(0.20)		(1.50)	(1.20)	(0.45)	(1.55)		(1.15)	(0.43)	(1.40)	(1.20)	
	Average speed per hour............		32.10	35.46	32.10	24.12	35.64	32.10	32.58	28.02		28.02	28.20		11.32	11.15	8.31	10.50		16.08	14.95	10.54	15.07	

*Stockton—No Train-order Semaphore.

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Trains must get clearance card before leaving Stockton and Lathrop.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, Nos. 31, 37 and 135 on signal.

FROM SAN FRANCISCO—Tracy Sub-Division—Stockton, Elvas, Sacramento and Roseville.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS						SECOND CLASS												FIRST CLASS				Distance from San Francisco via Niles		Time Table No. 120 November 18, 1908.	
	292	284	220	286	288	282	724	714	712	728	710	708	722	134	706	704	726	702	38	124	32	122				
	Placerville Pass. and Freight	Sunset Manifest	C. P. Through Freight	Way Freight	Freight	Fresno Freight	Sacramento **MOTOR** (c)	Lodi **MOTOR** (a)	Lodi **MOTOR** (c)	Folsom and Fair Oaks **MOTOR**	Lodi **MOTOR** (c)	Lodi **MOTOR** (b)	Sacramento **MOTOR** (a)	Fair Oaks & Placerville Passenger	Lodi **MOTOR** (b)	Lodi **MOTOR** (a)	Folsom and Fair Oaks **MOTOR**	Lodi **MOTOR** (a)	Stockton and Lodi Passenger	Sacramento Passenger	Stockton & Sacramento Express	Sacramento Passenger				
	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
																			4.00PM		9.00AM		0.0		DN **SAN FRANCISCO** 71.8	
Interm Yard WFTYO		**1.45**PM	12.55PM	**9.47**AM	6.55AM	6.00AM	6.00PM	5.00PM	3.20PM		**1.40**PM	11.25AM	10.30AM		9.30AM	8.00AM		6.40AM	s7.11PM	s4.20PM	s 1.20PM	s **8.52**AM	91.9	Automatic Block	DNR* **STOCKTON** 1.4	
I																							93.3		W. P. Crossing. 0.1	
3,178																							93.4		ARMBRUST (Spur) 0.3	
6,803		1.55	**1.25**	**10.07**	**7.11**	**6.10**	f **6.06**	f5.05	f3.25		f1.45	f11.29	f **10.38**		f **9.38**	f8.05		f6.43	*7.14	4.25	f **1.25**	f 8.56	93.7		EL PINAL 0.8	
382							f	f	f		f	f	f		f	f		f					94.5		PESTA (Spur) 3.1	
3,495		2.07	**1.53**	**10.27 10.47**	**7.33**	6.30	f6.12	f5.12	f **3.35**		f **1.53**	f **11.41**	f **10.47**		f **9.46**	f8.12		f6.49	7.21	f **4.34**	1.33	f 9.03	97.6		CASTLE 3.6	
3,100		**2.26**	**2.26**	11.05	7.45	**7.00**	f **6.28**	f5.19	f3.41		f2.01	f11.48	f10.51		f9.52	f **8.25**		f **7.00**	*7.28	f4.41	1.40	f **9.12**	101.2		ARMSTRONG 3.1	
20,753WFT		**2.50**	**2.33**	**11.28**AM	7.55	**7.20**	s6.34	5.28PM	3.50PM		**2.08**PM	11.55AM	s10.57		**9.58**AM	8.30AM		7.08AM	7.35PM	s4.47	s **1.48**	s **9.20**	104.3		DNR **LODI** 1.8	
3,012																							106.1		URGON (Spur) 1.1	
7,048		**3.13**	2.41	12.20PM	**8.12**	7.30	f6.39						f11.05							s4.52	s 1.55	s 9.26	107.2		D ACAMPO 3.3	
3,193		3.21	2.49	**1.05**	**8.27**	7.40	f6.44						s **11.15**							f4.56	f 2.01	f 9.32	110.5		FOREST LAKE 2.2	
7,570WFT		3.25	**3.03**	1.30	8.35	**7.58**	s6.49						s11.20							s5.02	s 2.07	s **9.38**	112.7		D **GALT** 3.8	
3,177		3.36	3.14	**2.15**	8.48	8.10	f6.55						f **11.27**							5.08	**2.15**	9.45	116.5		NEED 2.0	
1,229		3.42	3.19	**2.48**	8.55	8.17	f6.58						f11.31							f5.12	f 2.19	f 9.49	118.5		ARNO 2.0	
3,259		3.47	3.25	2.54	**9.08**	8.28	f7.01						s11.35							f5.15	f 2.23	f 9.52	120.5		McCONNELL 3.4	
4,275		3.57	3.34	3.07	9.25	**8.50**	s **7.08**						s11.42					31		s5.21	s **2.32**	s 9.59	123.9		D ELK GROVE 2.8	
2,519		4.06	3.42	3.17	**9.44**	9.04	f7.12						f11.48							5.25	2.37	**10.04**	126.7		GRAHAM 3.3	
4,903 W		4.15	3.51	3.28	**10.03 10.33**	**9.28**	s7.17						s11.55AM							s **5.37**	s 2.45	s **10.13**	130.0		N FLORIN 4.2	
2,512		**4.30**	4.07	3.50	10.50	**9.50**	s7.25						s12.05PM							s5.45	s 2.55	s **10.25**	134.2		DR **BRIGHTON** S. P. Co. Sac. Div. Crossing.	
2,512	**4.35**PM						7.25			2.25PM			12.05				7.55AM						134.2		DR **BRIGHTON** 2.4	
1,034	4.44						7.32			f2.32			12.12				f8.03						136.6		HOMESTEAD 1.5	
																							138.0		W. P. Crossing. 2.0	
Term. Yard WFTO	5.00PM						7.40PM			2.45PM			12.20PM				8.15AM						140.1		DNR **SACRAMENTO**	
2,512		4.30	4.07	**3.50**	10.50	**9.50**								**9.40**AM						5.45	2.55	**10.25**	134.2	Automatic Block	DR **BRIGHTON** S. P. Co. Sac. Div. Crossing. 3.0	Foot-note
3,251 IY		4.50PM	4.20PM	4.03PM	11.05AM	**10.05**AM								9.47AM						**5.51**PM	3.02PM	10.31AM	137.2		DNR ***ELVAS** 3.2	
Term. Yard WFTO		Trains	between	Sacrame 4 15PM	nto and	Elvas and	Roseville	will be g	overned b	y Curre	ntSacram	ento Divisi	on Time T	able. 9.55AM						6.00PM	3.10PM	10.40AM	140.4		DNR **SACRAMENTO** (68.6)	Double Track
					11.05AM																		137.2		DNR **ELVAS** (14.9)	
		6.00PM	5.20PM		12.05PM	11.05AM																	152.0		DNR **ROSEVILLE**	
	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ev. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	(0.25)	(3.05)	(3.85)	(6.28)	(4.10)	(4.05)	(1.40)	(0.28)	(0.30)	(0.20)	(0.28)	(0.30)	(1.50)	(0.15)	(0.28)	(0.30)	(0.20)	(0.28)	(0.24)	(1.40)	(1.50)	(1.48)			.... Time ovey District	
	14.16	14.69	13.10	7.43	11.58	11.80	28.92	26.50	24.80	17.70	26.50	24.80	26.29	24.80	26.50	24.80	17.70	26.50	31.00	29.10	26.44	26.94			.... Average speed per hour	

* Stockton—No Train-order Semaphore.

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72; see Special Rule, page 29). EXCEPTIONS:

No. 702 is superior to No. 701.
No. 706 " " No. 705.
No. 710 " " No. 709.
No. 712 " " No. 711.
No. 714 " " No. 713.

Motors must not exceed 40 miles per hour.

Motors must not be delayed at Lodi and Stockton by switch engines or freight trains on quick turn-around trips at such terminals. Motor cars must have clear track to turn-table.

Motors may take siding for third-class or extra trains, when such trains have 25 cars or more, providing third-class and extra trains, in making such movement, adhere strictly to Rule 99, extra caution being used in foggy or stormy weather.

Such movement must not be made if it will cause Motor delay, preventing it from making Time Table meeting point with a superior train at next station in advance.

Trains must get clearance card before leaving Stockton.

Motors will stop on signal at following points or road crossings:

Hammer................	about 2 miles west of Castle.
8-Mile Road Crossing....	about 2 3-10 miles west of Armstrong.
Pearson.................	about 1 5-10 miles west of Armstrong.
Mettler	about 2 " " " Lodi.
Barnhardt	about 1 " " " Lodi.

*Water.—Half mile east American River Bridge.

TOWARD SAN FRANCISCO—Tracy Sub-Division (Continued):—Stockton, Elvas, Sacramento and Roseville.

Westward.

	Time Table No. 120 November 18, 1908	Distance from Sacramento	FIRST CLASS			SECOND CLASS												THIRD CLASS								Telegraph Office Hours
			81	31	121	701	721	703	725	705	707	723	709	133	711	727	713	219	283	281	287	291	285	217	223	
			Stockton and Lodi Passenger	Stockton & Sacramento Express	Sacramento Passenger	Lodi **MOTOR** (a)	Sacramento **MOTOR** (b)	Lodi **MOTOR** (a)	Folsom and. Fair Oaks **MOTOR**	Lodi **MOTOR** (b)	Lodi **MOTOR** (b)	Sacramento **MOTOR** (a)	Lodi **MOTOR** (c)	Placerville & Fair Oaks Passenger	Lodi **MOTOR** (c)	Folsom and Fair Oaks **MOTOR**	Lodi **MOTOR** (a)	Ogden Manifest	Sunset Manifest	Fresno Freight	Freight	Placerville &Fair Oaks Mixed	Way Freight	Freight	Tracy Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	
	DN **SAN FRANCISCO** 71.8	140.1	10.28AM	4.28PM																						
Automatic Block	DNR* **STOCKTON** 1.4	48.2	s 7.16AM	s 11.55AM	s 6.45PM	7.48AM	**8.47**AM	**9.47**AM		10.47AM	1.30PM	3.50PM	2.48PM		4.45PM		6.10PM	4.55AM	6.20AM	10.15AM	11.05AM		4.05PM	10.10PM	10.40PM	24 hours
	W. P. Crossing 0.1	46.8																								
	ARMBRUST (Spur) 0.3	46.7																								
	EL PINAL 0.8	46.4	**7.11**	f 11.48	f 6.40	f 7.42	f 8.41	f **9.38**		f **10.38**	f **1.25**	f 3.43	f 2.43		f 4.40		f **6.06**	4.40	**6.10**	**10.07**	10.58		3.53	9.50	10.30	
	PESTA (Spur) 3.1	45.6				f	f	f		f	f	f	f		f		f									
	CASTLE 3.6	42.5	f 7.05	**11.41**	f 6.33	f **7.33**	f 8.32	f **9.32**		f **10.32**	f 1.12	f **3.35**	f 2.33		f **4.34**		f 5.54	4.25	5.51	**9.46** **9.22**	**10.47**		**3.35**	9.29	10.18	
	ARMSTRONG 3.1	38.9	f **7.00**	11.34	f **6.28**	f 7.27	f **8.25**	f 9.26		f **10.26**	f 1.06	f 3.26	f **2.26**		f 4.21		f 5.46	4.13	5.38	**9.12**	**10.26**		3.05	9.10	10.08	
	DNR **LODI** 1.8	35.8	6.55AM	s **11.28**	s 6.23	**7.20**AM	s 8.20	**9.20**AM		10.20AM	1.00PM	s 3.20	**2.20**PM		4.15PM		5.40PM	4.00	5.25	8.50	**10.04**		**2.50** **1.43**	8.50	9.58	24 hours
	URGON (Spur) 1.1	34.0					f																			
	D ACAMPO 3.3	32.9		s 11.22	s 6.17		f **8.12**					f **3.13**						3.50	5.15	8.38	9.55		1.25	8.27	9.50	7.00 AM to 7.30 PM
	FOREST LAKE 2.2	29.6		f **11.15**	f 6.12		f 8.03					f 3.07						3.38	5.02	**8.27**	9.44		**1.05**	8.07	9.40	
	D **GALT** 3.8	27.4		s 11.10	s 6.08		s **7.58**					s **3.03**						3.32	4.55	**7.58**	**9.38**		12.30PM	7.55	9.33	7.00 AM to 7.30 PM
	NEED 2.0	23.6		10.59	5.59		f 7.48					f 2.52						3.15	4.32	7.33	9.21		**11.27**AM	7.36	9.10	
	ARNO 2.0	21.6		f 10.54	f 5.55		f 7.45					f **2.48**						3.08	4.23	7.23	9.14		11.08	7.28	8.55	
	McCONNELL 3.4	19.6		f **10.51**	f 5.52		s 7.41					s 2.42						3.02	4.16	7.17	**9.08**		**10.51**	7.21	8.47	
	D ELK GROVE 2.8	16.2		s 10.44	s 5.47		s 7.34					s **2.32**						2.52	4.02	7.05	**8.50**		10.20	**7.08**	8.30	7.00 AM to 7.30 PM
	GRAHAM 3.3	13.4		10.39	5.43		f 7.29					f 2.18						2.43	3.50	6.55	8.37		**10.04** **9.44**	6.47	8.23	
	N FLORIN 4.2	10.1		s **10.33**	s **5.37**		s 7.23					s 2.12						2.33	3.37	6.45	8.25		**9.28**	6.35	8.15	7.00 AM to 7.30 PM
	DR **BRIGHTON** S. P. Co. Sac. Div. Crossing	5.9		**10.25**	5.30		7.15					2.05						2.20	3.20	6.30	8.10		9.10	6.20	8.05	7.00 AM to 7.30 PM
	DR **BRIGHTON** 2.4	5.9					s 7.15		**9.45**AM			s 2.05				**5.30**PM						7.27AM				
	HOMESTEAD 1.5	3.5					f 7.08		f 9.38			f 1.57				f 5.23						f.7.18				
	W. P. Crossing 2.0	2.0																								
	DNR **SACRAMENTO**	0.0					**7.00**AM		9.30AM			1.50PM				5.15PM						**7.00**AM				24 hours
Automatic Block; Foot-note	DR **BRIGHTON** S. P. Co. Sac. Div. Crossing 3.0	6.2		s **10.25**	s **5.30**									**3.40**PM				2.20	3.20	6.30	8.10		9.10	6.20	8.05	
	DNR* **ELVAS** 3.2	3.2		**10.19**AM	5.24PM									3.34PM				2.00AM	3.00AM	6.15AM	7.50AM		8.57AM	**6.00**PM	7.50PM	24 hours
		14.8	Trains between Sacramento and Elvas and Roseville must be governed by current Time Table, Sacramento Division.																							
Double Track	DNR **SACRA'TO** (68.6)	0.0		10.10AM	5.15PM									3.25PM									8.45AM		7.40PM	24 hours
	DNR **ELVAS** 14.9)	14.9																1.55AM	3.00AM	6.15AM				6.00PM		
	DNR **ROSEVILLE**	0.0																1.00AM	2.00AM	5.15AM	6.50AM			5.00PM		24 hours
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	
	Time over District		(0.21)	(1.45)	(1.30)	(0.28)	(1.47)	(0.27)	(0.15)	(0.27)	(0.30)	(2.00)	(0.28)	(0.15)	(0.30)	(0.15)	(0.30)	(5.45)	(5.50)	(4.16)	(3.15)	(0.23)	(9.45)	(4.10)	(3.00)	
	Average speed per hour		55.40	27.79	30.35	27.28	26.56	28.29	23.60	28.29	24.80	24.10	26.57	(24.80)	25.46	23.60	25.46	11.32	11.15	12.30	12.40	15.51	1.00	11.95	16.00	

*Stockton—No Train-order Semaphore.

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72; see Special Rule, page 29). EXCEPTIONS:

No. 702 is superior to No. 701.
No. 706 " " No. 705.
No. 710 " " No. 709.
No. 712 " " No. 711.
No. 714 " " No. 713.

Elvas initial station for trains moving west via Brighton. See Rule 83-A.

Motors must not exceed 40 miles per hour.

Motors will stop on signal at following points or road crossings:

Hammer	about 2 miles west of Castle.
8-Mile Road Crossing	about 2 3-10 miles west of Armstrong.
Pearson	about 1 5-10 miles west of Armstrong.
Mettler	about 2 " " " Lodi.
Barnhardt	about 1 " " " Lodi.

REGISTERING STATIONS:

Sacramento Depot, 1st and 2nd class trains; Sacramento (12th St.), 3rd class and other inferior trains. (See page 26.)

Eastward. FROM SAN FRANCISCO—Tracy Sub-Division (Continued): Lathrop and Fresno—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS					Distance from San Francisco via Antioch		Time Table No. 120 November 18, 1908	Distance from Fresno	FIRST CLASS						THIRD CLASS			Telegraph Office Hours
	266	300	298			50	8	84					25	49	83	7			297	299	265	
	Fresno Freight	Fresno Mixed	Berenda Freight			Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger					The Owl	Fresno and Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger			Berenda Freight	Fresno Mixed	Sacramento Freight	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	
						3.20PM	10.20AM	8.20AM	0.0	DN	**SAN FRANCISCO**	206.5	8.48AM	12.08PM	4.48PM	7.48PM						
32,675 WY	11.05AM		7.00AM			7.15PM	2.07PM	11.57AM	94.0	DNR	**LATHROP** 0.8	112.5	s **5.30AM**	s 8.10AM	s **12.54PM**	s 3.50PM			4.10PM	✓	**5.20AM**	24 hours
I									94.8		W. P. Crossing 3.0	111.7										
1,370	11.17		7.15			f 7.22	f 2.13	12.02PM	97.8		MANTECA 1.8	108.7	5.21	f 8.02	12.49	‡ 3.40			3.57		5.00	
2,450	11.22		7.23			7.25	2.16	12.04	99.6		MORRANO 2.0	106.9	5.18	7.58	12.47	3.37			3.50		4.50	
490						* ~			101.6		WESTON (Spur) 2.7	104.9		†								
4,460	11.37		**7.51**			s 7.33	s 2.25	*12.11	104.3	D	RIPON 3.1	102.2	5.12	s **7.51**	12.41	s **3.29**	1		**3.29**		4.27	7.00 AM to 7.00 PM
4,064	s11.45AM		8.05			f 7.39	f 2.31	12.15	107.4		SALIDA 6.7	99.1	5.07	s 7.46	12.37	f 3.23			3.07		4.10	
12,918	**12.29PM**		8.55			s 7.52	s **2.44**	s **12.29**	114.1	D	MODESTO 4.3	92.4	‡ 4.57	s 7.34	s **12.29**	s 3.11			**2.44**		3.35	7.00 AM to 7.00 PM
4,433	**12.57**		9.15			s 7.59	s **3.01**	12.37	118.4	D	CERES 1.9	88.1	4.50	s 7.24	12.16	s **3.01**			**12.57**		3.01	7.00 AM to 7.00 PM
422						*			120.3		ESMAR (Spur) 1.5	86.2					Sm 20					
2,212	1.07		9.35			f 8.05	f 3.07	**12.44**	121.8		KEYES 5.4	84.7	4.45	f 7.19	12.10	2.53			**12.44**		2.47	
8,043	1.28		10.20			s 8.15	s 3.25	s 12.56	127.2	D	TURLOCK 5.7	79.3	4.37	s 7.10	s **12.02PM**	s 2.42			**12.02PM**		2.28	7.00 AM to 7.00 PM
1,336	1.50		10.40			f 8.25	f 3.37	1.06	132.9		DELHI 4.5	73.6	4.28	f 7.00	11.53AM	2.28			11.30AM		2.06	
4,173 W	**2.20**		**11.10**			f 8.32	s 3.45	s 1.15	137.4	D	LIVINGSTON 2.5	69.1	4.22	s 6.53	11.47	f **2.20**			**11.10**		1.50	6.50 AM to 6.50 PM
1,666	2.35		**11.42AM**			f 8.37	f 3.51	1.20	139.9		ARENA 4.3	66.6	4.18	f 6.48	**11.42**	2.14			10.45		1.40	
5,502	3.10		12.35PM			f 8.45	s 4.00	f 1.29	144.2	D	ATWATER 1.6	62.3	4.12	f 6.41	f 11.36	s 2.05			10.10	✓	1.25	6.10 AM to 6.10 PM
2,307									145.8		BUHACH 1.8	60.7									1.15 ✓	
461									147.6		FERGUS (Spur) 3.9	58.9										
16,895 WFT	**4.18**		**1.50**			s 9.03	s **4.18**	s **1.50**	151.5	DNR	**MERCED** 6.1	55.0	f 4.00	s 6.28	s 11.25	s **1.50**			9.00		12.55	24 hours
2,527	4.55		2.20			f 9.12	f 4.29	2.00	157.6		LINGARD 3.9	48.9	3.51	f 6.16	11.15	1.39			8.30		12.15AM	
4,820	5.05		2.40			f 9.17	f 4.35	2.06	161.5		ATHLONE 5.3	45.0	3.46	f 6.10	11.10	f 1.34			8.10		11.55PM	
2,527							*		166.8		SIERRA VISTA (Spur) 1.1	39.7										
2,331	5.21		3.15			f 9.27	s 4.45	f 2.16	167.9	D	MINTURN 1.2	38.6	3.37	f 6.00	f 11.03	s 1.24			7.40		11.24	7.00 AM to 7.00 PM
680									169.1		McNEAR (Spur) 3.9	37.4										
1,406	5.35		3.40			f 9.34	f 4.57	2.23	173.0		CALIFA 4.5	33.5	3.31	f 5.52	10.56	f 1.17			7.20		10.57	
12,964 WFT	5.55	**10.50AM**	4.05PM			s 9.45	s **5.07**	s 2.30	177.5	DR	**BERENDA** 7.4	29.0	3.25	s 5.45	s **10.50**	s 1.10			7.00AM	**5.00PM**	10.35	7.00 AM to 7.00 PM
22,467 OT	6.17	12.05PM				s **10.00**	s 5.25	s 2.43	184.9	D	MADERA 2.8	21.6	3.14	s 5.32	s 10.39	s 12.54				4.30	**10.00**	5.00 AM to 6.00 PM
1,768	6.28	12.20				f 10.05	f 5.32	2.48	187.7		BORDEN 3.5	18.8	3.08	f 5.27	10.35	f 12.48				3.30	9.32	
3,760	6.41	**12.43**				f 10.12	f 5.38	2.54	191.2		IRRIGOSA 3.3	15.3	3.03	f 5.22	10.30	**12.43**				3.19	9.17	
746									194.5		THARSA (Spur) 2.1	12.0										
12,726 W	7.01	1.05				f 10.21	f 5.49	**3.02**	196.6		HERNDON 4.6	9.9	2.55	f 5.14	10.23	f 12.34				**3.02**	8.55	
2,514	7.20	1.20				f 10.30	f 5.58	3.09	201.2		MUSCATEL 5.3	5.3	2.48	f 5.07	10.17	12.28				2.35	8.38	
Term Yard WFTYO	7.45PM	1.40PM				10.40PM	6.10PM	3.20PM	206.5	DNR	**FRESNO**	0.0	2.40AM	5.00AM	10.10AM	12.20PM				2.20PM	8.20PM	24 hours
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily			(112.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
	(8.40)	(9.10)	(9.05)			(3.25)	(4.03)	.23)			Time over District		(2.50)	(3.10)	(2.44)	(3.30)			(9.10)	(2.40)	(9.00)	
	11.04	12.24	9.15			32.82	27.65	33.16			Average speed per hour		39.60	35.46	41.05	32.00			9.05	10.87	12.39	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 300 is superior to No. 299.

Trains must get clearance card before leaving Lathrop.

Nos. 297 and 298 will do way work between Berenda and Tracy.
Nos. 299 and 300 will do way work between Fresno and Berenda.
No. 299 and 300 will carry passengers.

TRAINS WILL STOP AS FOLLOWS:
No. 25 stops at Modesto Mondays on signal to pick up passengers.
‡No. 7 will stop at Manteca daily to pick up passengers or Express.

Eastward. FROM SAN FRANCISCO—Tracy Sub-Division (Continued): Tracy and Mendota—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco via Antioch	Time Table No. 120 November 18, 1908		Distance from Mendota via Antioch	FIRST CLASS		SECOND CLASS			THIRD CLASS				Telegraph Office Hours
	246	248	254		186		26	36					35		185			253	247	245	241	
	Mendota Freight	Way Freight	Sunset Frt. Limited		Los Banos and Fresno Hunters' Train		The Owl	Visalia Passenger					Visalia Passenger		Los Banos and Fresno Hunters' Train			Sunset Frt. Limited	Way Freight	Mendota Freight	El Paso Freight	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		Leave SATURDAY ONLY		Leave Daily	Leave Daily			STATIONS		Arrive Daily		Arrive SUNDAY ONLY			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
					2.00PM		5.00PM	7.40AM	0.0	DN	**SAN FRANCISCO** 83.2	175.5	4.28PM		10.38PM							
Interm. Yard WFTYO	6.45PM	8.10AM	7.50AM		4.55PM		7.40PM	**10.40**AM	83.2	DNR	**TRACY** 2.7	92.3	¶ 12.48PM		¶ 7.25PM			**10.30**AM	4.30PM	9.20PM	4.35AM	24 hours
2,877 I	6.55	8.23	8.00		f 5.02		7.46	10.45	85.9		LYOTH W. P. Crossing 3.0	89.6	12.42		f 7.19			10.15	4.10	9.07	4.15	
4,353	**7.13**	8.39	8.10		f 5.07		7.51	f 10.52	88.9		YARMOUTH 4.7	86.6	f 12.35		f **7.13**			10.02	3.55	8.55	4.05	
4,515	7.27	9.00	8.27		f 5.16		7.58	s 11.01	93.6		VERNALIS 2.3	81.9	s 12.27		f 7.04			9.42	3.30	8.38	3.45	
1,008								f	95.9		ROMAIN (Spur) 1.5	79.6	f									
2,590	7.38	**9.25**	8.42		5.23		8.03	11.08	97.4		HALLY 4.0	78.1	12.19		* 6.57			**9.25**	3.10	8.25	3.30	
5,110 W	**8.10**	9.46	**9.05**		s 5.30		**8.10**	s 11.16	101.4	D	WESTLEY 7.0	74.1	s 12.12PM		s 6.49			**9.05**	2.50	**8.10**	3.10	7.00 AM to 7.00 PM
4,920	8.48	10.25	9.40		f 5.43		8.21	f 11.30	108.4		EMERALD 5.8	67.1	f 11.58AM		f 6.36			8.25	2.20	7.25	2.35	
6,936	9.20	10.55	10.15		s 5.54		8.30	s **11.47**AM	114.2	N	CROW'S LANDING 4.1	61.3	s **11.47**		s 6.26			8 05	1.45	6.55	2.10	7.00 pm to 7.00 am
2,763									118.3		TIMBA (Spur) 2.2	57.2										
8,513 W	10.00	**11.31**AM **12.18**PM	10.53		s **6.08**		s 8.41	s **12.03**PM	120.5	D	NEWMAN 4.0	55.0	s **11.36**		s **6.15**			7.40	**12.30**PM **11.58**AM	**6.15** **6.03**	1.45	7.00 AM to 7.00 PM
5,458	10.20	12.38	**11.25**		s 6.16		8.47	f 12.11	124.5		GUSTINE 3.4	51.0	f **11.25**		s 6.05			7.05	**11.25**	5.40	1.20	
3,334	10.38	12.55	11.50AM		f 6.22		8.52	f 12.17	127.9		LINORA 2.4	47.6	f 11.17		f 5.59			6.53	10.58	5.25	1.05	
7,241	10.51	1.08	**12.22**PM		s 6.26		8.56	s **12.22**	130.3		INGOMAR 6.3	45.2	s 11.12		s 5.54			6.43	10.45	5.15	12.55	
5,515	11.25PM	1.40	12.55		s 6.38		9.05	s 12.34	136.6	D	VOLTA 4.8	38.9	s 10.59		s 5.43			6.18	10.15	4.50	12.30	7.00 AM to 7.00 PM
13,685 WY	**12.05**AM	2.15	1.20		s 6.50		s 9.15	s 12.44	141.4	DN	LOS BANOS 7.9	34.1	s 10.50		s 5.35			6.00	9.40	4.30	**12.05**AM	24 hours
3,344	12.32	2.50	1.52		f 7.02		9.27	f 12.57	149.3		AGATHA 4.7	26.2	f 10.35		f 5.18			5.15	8.55	3.45	11.25PM	
7,744	12.50	**3.20**	2.12		s 7.10		9.34	s 1.05	154.0	D	DOS PALOS 6.8	21.5	s 10.27		s 5.10			4.59	8.30	**3.20**	11.00	7.00 AM to 7.00 PM
4,529	1.15	3.45	**2.45**		f 7.21		9.44	f 1.16	160.8		OXALIS 6.4	14.7	f 10.15		f 4.57			4.37	8.00	**2.45**	10.25	
9,184 W	1.40	4.15	3.15		s 7.32		**9.54**	s 1.28	167.2	D	FIREBAUGH 4.6	8.3	s 10.04		s 4.46			4.15	7.35	2.23	**9.54**	7.00 AM to 7.00 PM
2,564	2.00	**4.37**	3.35		f 7.40		10.01	1.35	171.8		CROMIR 3.7	3.7	9.56		f **4.37**			4.00	7.15	2.05	9.28	
34,063 WFT	2.20AM	5.00PM	4.00PM		7.50PM		10.10PM	**1.45**PM	175.5	DNR	**MENDOTA** (92.3)	0 0	9.50AM		4.30PM			3.45AM	7.00AM	**1.45**PM	9.15PM	24 hours
					8.40PM		11.05PM				**FRESNO**				3.40PM							
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		Arrive SATURDAY ONLY		Arrive Daily	Arrive Daily					Leave Daily		Leave SUNDAY ONLY			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
	(7.35)	(8.50)	(8.10)		(2.55)		(2.30)	(3.05)			Time over District		(2.58)		(2.55)			(6.45)	(9.30)	(7.35)	(7.20)	
	12.17	10.43	11.30		31.64		36.88	29.59			Average speed per hour		32.46		31.64			13.45	9.71	12.17	12.31	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains between Mendota and Fresno will be governed by current San Joaquin Division Time Table.

TRAINS WILL STOP AS FOLLOWS:

At Los Banos Gun Club-House west of Agatha Nos. 35, 36, 185 and 186 on signal. Also No. 26 on Tuesdays and Fridays on signal will stop to leave passengers during hunting season, October 1st to February 15th, inclusive.

Nos. 247 and 248 will carry passengers.

LYOTH INTERLOCKING TOWER—CROSSING WESTERN PACIFIC RY. AT LYOTH.

Approaching tower from either direction on main line, distant signals will be found located 2,000 feet from home signals, home signals being located 455 feet from crossing, with derails 55 feet in advance.

Westward trains on Mendota line must receive home signal to go over crossing; upper arm on two arm signal pole, located 205 feet from crossing if going to Tracy; lower arm going to interchange track with W. P. Ry.

Eastward trains from Tracy will receive distant and home signals to go over crossing. Movements off interchange track to main line will be controlled by dwarf signals.

Eastward. FROM SAN FRANCISCO—OAKLAND SUB-DIVISION :—Elmhurst and Santa Clara, and Centerville Branch, S. P. C. Ry.—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS				FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.	Time Table No. 120 November 18, 1908	Distance from San Jose.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS			THIRD CLASS		Telegraph Office Hours
	802	804		512	516	514	506	58	502						505	501	57	513	515	511	803	801	
	San Jose Way Freight	Freight		Hunters' Train	Agnew Pass.	Agnew Pass.	San Jose Passenger	San Jose Passenger	Laurel Passenger						San Jose Passenger	Laurel Passenger	San Jose Passenger	Agnew Passenger	Agnew Passenger	Hunters' Train	Freight	San Jose Way Freight	
	Leave Daily	Leave Daily		Leave SATURDAY ONLY	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	
				9.00PM			5.00PM	1.40PM	8.00AM		0.00	DN **SAN FRANCISCO** 14.4	48.4		8.48AM	5.48PM	9.58PM			8.28PM			
5,198	12.20PM	12.40AM		9.50PM			5.50PM	2.35PM	8.53AM		14.4	DNR **ELMHURST** 2.1	34.0		s 7.50AM	s 4.45PM	s 8.54PM			s 7.40PM	7.05AM	8.05PM	24 hours
17,732	12.25	12.50		f 9.54			f 5.56	f 2.39	f 8.58	4	16.5	MULFORD 2.3	31.9	5	f 7.44	f 4.39	f 8.47			f 7.35	6.50	7.55	
451	12.32	12.58		f 9.58			f 6.02	f 2.44	f 9.04	4	18.8	ROBERT (Spur) 2.3	29.6	7	f 7.39	f 4.34	f 8.42			f 7.31	6.42	7.45	
3,000	12.40	1.10		f 10.03			f 6.07	f 2.49	f 9.09	4	21.1	RUSSEL 1.5	27.3	7	f 7.34	f 4.28	s 8.37			f 7.27	6.34	7.37	
1,578	12.50	1.15		s 10.08			s 6.10	s 2.52	s 9.12	3	22.6	D MOUNT EDEN 3.7	25.8	5	s 7.32	s 4.25	s 8.34			s **7.24**	6.30	**7.24**	7.00 AM to 7.00 PM
801	1.10	1.32		s 10.18			s 6.18	s 3.00	s 9.22	7	26.3	D ALVARADO 0.9	22.1	10	s 7.23	s 4.15	s 8.27			s 7.18	6.19	7.01	7.00 AM to 7.00 PM
750	1.14	1.35		f 10.20			f 6.20	3.02	f 9.23	2	27.2	HALL (No Siding) 2.2	21.2	3	f 7.19	f 4.14	8.24			f 7.16	6.17	6.55	
950	1.27	1.45		f 10.25			f 6.26	* 3.05	f 9.29	8	29.4	ARDEN 2.2	19.0	16	f 7.15	f 4.08	† 8.20			f 7.13	6.10	6.45	
4,420 W	1.50	2.00		s 10.29			s **6.32**	s 3.09	s 9.38		31.6	D **NEWARK** 2.2	16.8		s 7.10	s 4.04	s 8.15			s 7.09	5.58	**6.32**	7.00 AM to 7.00 PM
791	2.05	2.10		s 10.34			f 6.37	f 3.15	f 9.44	4	33.8	MOWRY 3.7	14.6		f 7.03	f 3.58	f 8.08			s 7.05	5.37	6.10	
630	2.20	2.27		s 10.40			f 6.47	f 3.22	f 9.53	7	37.5	DRAWBRIDGE 2.6	10.9	7	f 6.54	f 3.49	f 7.59			s 6.59	5.18	5.55	
1,207	2.30	2.37		s 10.45			s **6.54**	f 3.29	s 10.01	5	40.1	D ALVISO 2.6	8.3	11	s 6.48	s 3.43	f 7.53			s **6.54**	5.03	5.45	7.00 AM to 7.00 PM
3,000	3.00	2.49		s 10.50	5.15PM	7.30AM	s 7.02	s **3.38**	s 10.08	5	42.7	DR AGNEW 3.1	5.7	8	s 6.43	s **3.38**	s 7.48	7.25AM	5.05PM	s 6.41	4.48	5.36	6.28 AM to 6.28 PM
744 I	3.10PM	3.15AM		s 10.57PM	**5.23PM**	7.38AM	s 7.10PM	s 3.45PM	s 10.20AM	4	45.8	DR **SANTA CLARA** 2.6	2.6	8	6.35AM	3.30PM	7.40PM	s 7.15AM	s 4.55PM	6.35PM	4.30AM	**5.23PM**	6.40 AM to 7.15 PM
									10.30AM		48.4	DNR **SAN JOSE** S. P. C. Ry. Depot.	0.0	8		3.20PM							
	3.30PM	3.30AM		11.05PM	5.30PM	7.45AM	7.20PM	3 55PM			48.5	DNR **SAN JOSE** Market St. Depot. Coast Line. Coast Division	0.0		6.30AM		7.35PM	7.10AM	4.50PM	6.30PM	4 15AM	5.00PM	24 hours
	Arrive Daily	Arrive Daily		Arrive SATURDAY ONLY	Arr. Daily Ex.Sunday	Arr. Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(48.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave Daily	Leave Daily	
	(2.50)	(2.35)			(0.25)	(0.25)	(1.20)	(1.10)	(1.27)			Time over District			(1.15)	(1.15)	(1.14)	(0.25)	(0.25)		(2.35)	(2.50)	
	10.94	12.15			7.20	7.20	23.52	26.91	21.65			Average speed per hour			25.12	25.12	26.35	7.20	7.20		12.15	11.12	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 802 is superior to 801; No. 804 is superior to 803.

Trains must obtain clearance card before leaving Santa Clara when an operator is on duty.

Register at Agnew for 2nd and 3rd class trains.

Movement of trains between Santa Clara and San Jose (Coast Division Depots) will be governed by current Coast Division time table.

San Jose yard limits extend from Santa Clara to San Jose Rock Co. switch just west of Hillsdale, and from Santa Clara 1,000 feet east of Franks Packing Co. switch on S. P. C., and from San Jose to a point about one mile 46.5 on Western Division, Niles branch.

Eastward trains via Coast Division from Santa Clara, approaching west end of San Jose yard, intending to cross over into freight yards, will not give whistle signal calling for cross-over switches to be lined up until after having passed signal 492.

Block signals will govern the movement of trains in San Jose yard in accordance with block signal rules.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle.

Engineers approaching Santa Clara interlocking tower must sound one short, one long, one short (thus: o ——— o) blast of the whistle, if they wish switches lined up for Coast Division main track; two short, one long, two short (thus: o o ——— o o) blasts of the whistle if they wish switches lined up for cross-over Santa Clara-Santa Cruz main line; Two short, one long, one short (thus o o ——— o) blasts of the whistle if they wish switches lined up between Western Division Newark line and Coast Division main line.

Conductors of Eastward trains must be up ahead and business completed before calling for cross-over switches to avoid blocking Coast Division main tracks.

TRAINS WILL STOP AS FOLLOWS:

At Arffs, No. 58 will stop daily to leave passengers.
No. 57 will stop daily to receive passengers.
At Mayhew, No. 501 Wednesdays and Sundays only.
No. 506 Tuesdays and Saturdays only.
Also 511 and 512 Tuesdays and Saturdays.
No. 58 Tuesdays and Saturdays.

Eastward. Centerville Branch. Westward.

	SECOND CLASS		Time Table No. 120 November 18, 1908	Distance from Centerville.	SECOND CLASS		
	1506	1502			1505	1501	
	Mixed	Mixed			Mixed	Mixed	
	Leave Daily	Leave Daily	**STATIONS**		Arrive Daily	Arrive Daily	
	6.35PM	9.40AM	DR NEWARK 2.9	2.09	7.05AM	4.00PM	
	7.00PM	10.05AM	CENTERVILLE	0.0	6.40AM	3.35PM	
	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division (Continued):—TOWARD SAN FRANCISCO. Westward.

SAN RAMON BRANCH.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 144 San Ramon Passenger Leave Daily	SECOND CLASS 142 San Ramon Passenger and Freight Leave Daily Ex. Sunday	SECOND CLASS 60 San Ramon Passenger Leave Sunday Only	Minimum running time between stations for passenger trains—mins.	Distance from San Francisco		Time Table No. 120 November 18, 1908 STATIONS	Distance from San Ramon	Minimum running time between stations for freight trains—minutes	SECOND CLASS 141 San Ramon Passenger Arrive Daily	SECOND CLASS 143 San Ramon Passenger and Freight Arrive Daily Ex. Sunday	SECOND CLASS 59 San Ramon Passenger Arrive Sunday Only	Telegraph Office Hours
	4.00PM	7.40AM	7.40AM		0.0	DN	**SAN FRANCISCO** 39.1	58.8		9.28AM	6 08PM	6.08PM	
4,053	5.48PM	9.40AM	9.27AM		39.1	DR	**AVON** 4.4	19.7		s 7.25AM	s 4.10PM	s 4.20PM	7.00 AM to 7.00 PM
5,393 W	s 6.00	s 10.20	s 9.38	7	43.5	D	CONCORD 0.7	15.3	11	s 7.14	s 3.47	s 4.10	6.30 AM to 6.30 PM
935				5	44 2		NACIO 1.9	14.6	6				
4,098	f 6.07	f 10.35	f 9.45		46.1		HOOKSTON 3.1	12.7		f 7.09	f 3.10	f 4.03	
3,414	s 6.14	s 10.45	s 9.52	5	49.2	D	WALNUT CREEK 4.4	9.6	7	s 7.02	s 2.50	s 3.56	
1,215	s 6.23	s 10.59	s 10.02	8	53.6		ALAMO 2.2	5.2	11	s 6.52	s 2.30	s 3.47	
4,185	s 6.28	s 11.06	s 10.08	4	55.8	D	DANVILLE 1.6	3.0	6	s 6.47	s 2.20	s 3.42	6.30 AM to 6.30 PM
1,409	f	f	f	3	57.4		OSAGE 1.4	1.4	4	f	f	f	
6,784 T	6.35PM	11.15AM	10.15AM	2	58 8	R	**SAN RAMON**	0.0	4	6.40AM	2.05PM	3.35PM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only				(19.7)			Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	
	(0.47)	(1.35)	(0.47)				Time over District			(0.45)	(2.05)	(0.45)	
	25.15	12.53	25.15				Average speed per hour			26.27	9.46	26.27	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 142 is superior to No. 143.

TRAINS WILL STOP AS FOLLOWS:

At Widbero all passenger trains on signal.

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division (Continued):—TOWARD SAN FRANCISCO. Westward.

SAN JOSE BRANCH.

Length of sidings n feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 280 San Jose Way Freight Leave Daily	FIRST CLASS 98 San Jose Passenger Leave Daily	FIRST CLASS 96 San Jose Passenger Leave Daily	FIRST CLASS 94 San Jose Passenger Leave Daily	FIRST CLASS 92 San Jose Passenger Leave Daily	FIRST CLASS 90 San Jose Passenger Leave Daily	Distance from San Francisco			Time Table No. 120 November 18, 1908 STATIONS	Distance from San Jose	FIRST CLASS 89 San Jose Passenger Arrive Daily	FIRST CLASS 91 San Jose Passenger Arrive Daily	FIRST CLASS 93 San Jose Passenger Arrive Daily	FIRST CLASS 95 San Jose Passenger Arrive Daily	FIRST CLASS 97 San Jose Passenger Arrive Daily	THIRD CLASS 279 San Jose Way Freight Arrive Daily	Telegraph Office Hours
		6.40PM	5.20PM	3.00PM	1.20PM	6.40AM	0.0		DN	**SAN FRANCISCO** 30.2	47.7	7.08AM	7.48AM	9.28AM	2.48PM	6.48PM		
20,426 WY	**1.05**PM	8.10PM	6.55PM	4.25PM	3.00PM	8.15AM	30.2	Automatic Block	DNR	**NILES** 0.5	17.5	s 5.37AM	s 6.08AM	s 7.55AM	s **1.05**PM	s 5.05PM	5.30PM	24 hours
I							30.7			W. P. Crossing. 2.9	17.0							
5,364	1.21	s 8.17	s 7.01	s 4.33	s 3.07	s 8.21	33.7			IRVINGTON 3.6	14.0	s 5.30	s 6.00	s 7.46	s 12.57	s 4.55	5.07	
3,219	1.45	s 8.25	s 7.08	s 4.47	s 3.14	s 8.27	37.3		D	WARM SPRINGS 4.4	10.4	s 5.23	s 5.54	s 7.39	s 12.50	s 4.47	4.47	6.15 AM to 6.15 PM
4,879	2.01	s 8.34	s 7.16	s 4.56	s 3.24	s 8.36	41.7		D	MILPITAS 2.6	6.0	s 5.16	s 5.46	s 7.32	s 12.42	s 4.39	4.15	6 00 AM to 6.00 PM
3,007	2.11	f 8.40	f 7.22	f 5.02	3.30	f 8.41	44.3			WAYNE 3.4	3.4	f 5.12	f 5.41	f 7.27	f 12.37	f 4.31	4.07	
Term. Yard. WF TOI	2.30PM	8.50PM	7.30PM	5.10PM	3.40PM	8.50AM	47.7		DNR	**SAN JOSE**	0.0	5.05AM	5.35AM	7.20AM	12.30PM	4.25PM	3.55PM	24 hours
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(1.25)	(0.40)	(0.35)	(0.45)	(0.40)	(0 35)				Time over District		(0.32)	(0.38)	(0.35)	(0.35)	(0.40)	(1.35)	
	12.35	26.25	30.07	23.33	26.25	30.07				Average speed per hour		32.89	27.64	30.07	30.07	26.25	11.05	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 280 is superior to No. 279.

Nos. 91 and 97 will handle milk west San Jose.

Nos. 93 and 90, 95 and 92, 97 and 96 will handle San Jose Branch Mail Car between San Jose and Niles, daily except Sunday.

TRAINS WILL STOP AS FOLLOWS:

Nos. 91 and 98 will stop on signal Chisholm Crossing, one mile and half east of Niles.

Eastward. **FROM SAN FRANCISCO—Tracy Sub-Division (Continued): Merced and Milton Branches—TOWARD SAN FRANCISCO.** Westward.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS	SECOND CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 120 November 18, 1908	Distance from Merced	Minimum running time between stations for freight trains—minutes.	SECOND CLASS		THIRD CLASS	Telegraph Office Hours
	306	152	154							151	153	305	
	Passenger and Freight	Passenger	Mixed							Passenger	Mixed	Passenger and Freight	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday				STATIONS			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
		9.00AM	9.00AM		0.0	DN	**SAN FRANCISCO** 91.9	163.9		4.28PM	7.28PM		
Interm. Yard. WFTYI	8.10AM	**1.30PM**	**1.20PM**	12	91.9	DNR	**STOCKTON** W. P. Crossing 5.8	72.0	13	11.45AM	3.45PM	4.00PM	24 hours
506	8.28	1.42	f 1.32	4	97.7		CHARLESTON (Spur) 1.6	66.2	4	†11.31	f 3.31	3.43	
772		f		4	99.3		WALTHALL (Spur) 2.3	64.6	5	f	f		
541	8.40	1.51	f 1.41	6	101.6		HOLDEN (Spur) 3.2	62.3	8	f 11.22	f 3.22	3.32	
3,127 WY	8.50	s 1.58	s 1.48		104.8	DR	**PETERS**	59.1		11.15	**3.12**	**3.22**	7.00 AM to 7.00 PM
,1			1.48	14	104.8	DR	**PETERS** (Milton Branch) 5.7	59.1	20		s 3.12		
759			f 2.03	14	110.5		WAVERLEY 5.8	64.8	22		f 2.57		
2,310 T			2.20PM		116.3	DR	MILTON	70.6			2.40PM		7.00 AM to 7.00 PM
3,127 WY	8.50	1.58		9	104.8	DR	**PETERS** 4.4	59.1	11	s 11.15		3.05	
3,208	9.10	s 2.07		6	109.2	D	FARMINGTON 3.3	54.7	9	s 11.05		2.45	7.00 AM to 7.00 PM
670		f		5	112.5		TRIGO (Spur) 2.6	51.4	8	f			
1,532	9.35	f **2.20**		5	115.1		COMETA 2.7	48.8	7	f 10.53		**2.20**	
1,031		f		8	117.8		CLYDE (Spur) 3.8	46.1	10	f			
910		f		3	121.6		BURNETT (Spur) 1.8	42.3	5	f			
6,957 WT	**10.20**	2.40 2.45		6	123.4	DR	OAKDALE Oakdale & W. Crossing 3.9	40.5	9	10.35 **10.20**		1.30	7.00 AM to 7.00 PM
2,808	10.45	f 2.53		9	127.3		CLARIBEL 6.1	36.6	13	f 10.00		12.50	
5,437	11.05	s 3.03		3	133.4	D	WATERFORD 1.6	30.5	4	s 9.38		12.25	7.00 AM to 7.00 PM
4,698	11.12	s 3.07		9	135.0		HICKMAN 5.8	28.9	13	s 9.30		12.15PM	
7,857 WT	11.30AM	s 3.18		9	140.8	DR	MONTPELLIER 6.2	23.1	14	s 9.15		11.55AM	7.00 AM to 7.00 PM
4,051		f 3.31		5	147.0		RYER 2.8	16.9	8	f 8.58			
592		f 3.36		5	149.8		ARUNDEL 3.7	14.1	7	f 8.50			
5,571		f 3.44		7	153.5		AMSTERDAM 4.7	10.4	10	f 8.40			
620		f		9	158.2		NAIRN (Spur) 3.9	5.7	14	f			
I					162.1		A. T. & S. F. Crossing x 1.8	1.8					
15,521 WFT		4.15PM			163.9	DNR	**MERCED**	0.0		8.10AM			24 hours
—	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				(72.0)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(3.20) 14.70	(2.45) 26.18	(1.00) 24.40				Time over District Average speed per hour			(3.35) 21.14	(1.05) 22.52	(4.05) 11.97	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 154 is superior to No. 153; No. 306 is superior to No. 305.

Trains must get clearance card at Milton only when an operator is on duty.

Nos. 151 and 152 will handle freight between Montpellier and Merced.
No. 151 will wait at Oakdale until 11.00 a. m. for connection with Sierra Ry.
No. 154 will wait at Peters for mail off No. 152.

x Towermen at A. T. S. F. Crossing not on duty 8.00 a. m. to 4.00 p. m.

Eastward FROM SAN FRANCISCO—VALLEY SPRING BRANCH—TOWARD SAN FRANCISCO. Westward

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 312 Mixed Leave Daily Ex. Sunday	SECOND CLASS 172 Passenger Leave Daily	SECOND CLASS 174 Valley Spring Passenger Leave Sunday Only	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 120 November 18, 1908 STATIONS	Distance from Valley Spring	Minimum running time between stations for freight trains—minutes.	SECOND CLASS 171 Passenger Arrive Daily	SECOND CLASS 173 Lodi Passenger Arrive Sunday Only	THIRD CLASS 311 Mixed Arrive Daily Ex. Sunday	Telegraph Office Hours
		9.00AM			0.0	DN	**SAN FRANCISCO**	131.2		4.28PM			
3,261 W		1.05PM			106.8		**WOODBRIDGE** 2.5	29.4		12.50PM			
20,753 WTF	* 7.10AM	s 1.55	8.30AM	5	104.3	DNR	**LODI** 3.8	26.9	7	12.35PM 11.20AM	4.25PM	5.15PM	24 hours
2,613	f	f	f	13	108.1		VICTOR (Spur) 3.6	23.1	19	f	f	f	
2,850 W	s 7.30	s 2.10	s 8.44		111.7	P	LOCKEFORD 4.0	19.5		s 11.00	s 4.08	s 4.52	7.00 AM to 7.00 PM
2,610	s 7.55	s 2.20	s 8.51	6	115.7	P	CLEMENTS 6.1	15.5	10	s 10.50	s 3.59	s 4.40	7.00 AM to 7.00 PM
2,672	s 8.20	s 2.35	s 9.05	11	121.8	P	WALLACE 5.6	9.4	15	s 10.35	s 3.45	s 4.15	7.00 AM to 7.00 PM
1,107	s 8.50	s 2.50	s 9.20	11	127.4		HELISMA 2.9	3.8	12	s 10.20	s 3.27	s 3.50	
422	f **	f **	f **	6	130.3		NORVAL (Spur) 0.9	0.9	8	f **	f **	f **	
3,016WT	9.30AM	3.10PM	9.45AM	2	131.2	PR	**VALLEY SPRING**	0.0	2	10.00AM	3.15PM	3.30PM	7.00 AM to 7.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only				(29.4)			Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	
	(2.20)	(1.15)	(1.15)				Time over District			(2.50)	(1.10)	(1.45)	
	11.50	29.70	21.44				Average speed per hour			24.99	22.97	23.42	

*Connect with Motor 702

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.

Trains will stop at cemetery between Lockeford and Lodi for funeral parties.

Eastward FROM SAN FRAN.—AMADOR BRANCH—TOWARD SAN FRAN. Westward

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 314 Mixed Leave Daily Ex. Sun.	SECOND CLASS 132 Ione Passenger Leave Daily	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 120 November 18, 1908 STATIONS	Distance from Ione	Minimum running time between stations for freight trains—minutes.	SECOND CLASS 131 Ione Passenger Arrive Daily	THIRD CLASS 313 Mixed Arrive Daily Ex. Sunday
		9.00AM		0.0	DN	**SAN FRANCISCO**	139.8		4.28PM	
8,276 WFT	5.45PM	2.10PM		112.7	DR	**GALT** 5.6	27.1		11.02AM	5.20PM
677		f	12	118.3		CONLEY (Spur) 3.3	21.5	17	f	f
1,171	f 6.12	f 2.35	7	121.6		CICERO 1.4	18.2	10	f 10.40	f 4.53
466	f	f	3	123.0		CLAY (Spur) 10.3	16.8	4	f	f
2,437	f 6.47	s 3.08	24	133.3		CARBONDALE 0.7	6.5	31	s 10.06	f 4.23
963	f	f		134.0		YARU (Spur) 2.2	5.8	8	f	f
425	f	f	6	136.2		CLARKSONA (Spur) 2.5	3.6		f	f
858	f	f		138.7		DAGON (Spur) 1.1	1.1	8	f	f
4,407 WT	7.15PM	3.25PM	8	139.8	DR	**IONE**	0.0	3	9.50AM	3.50PM
	Arrive Daily Ex. Sun.	Arrive Daily				(27.1)			Leave Daily	Leave Daily Ex. Sunday
	(1.30)	(1.15)				Time over District			(1.12)	(1.30)
	18.06	21.68				Average speed per hour			22.61	18.06

TELEGRAPH OFFICE HOURS:

IONE……7.00 A. M. to 7.00 P. M.
GALT……7.30 A. M. to 7.30 P. M.

Eastward FROM SAN FRANCISCO—YOSEMITE BRANCH—TOWARD SAN FRANCISCO. Westward

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 156 Mixed Leave Daily	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco via Antioch		Time Table No. 120 November 18, 1908 STATIONS	Distance from Raymond	Minimum running time between stations for freight trains—minutes.	SECOND CLASS 155 Mixed Arrive Daily	Telegraph Office Hours
	10.20AM		0.0	DN	**SAN FRANCISCO**	198.4		4.48PM	
13,964 WTF	5.10PM		177.5	DR	**BERENDA** 3.3	20.9		10.30AM	7.00 AM to 7.00 PM
I		15	180.8		A. T. & S. F. Crossing 4.0	17.6	15		
1,040	f 5.37		184.8		TALBOT 4.1	13.6		f 10.00	
8,482	f 5.58	8	188.9		DAULTON 2.9	9.5	8	f 9.43	
300	f		191.8		JESBEL (Spur) 4.0	6.6		f	
		21	195.8		DAY (No siding) 0.2	2.6	21	f	
1,039	f 6.25		196.0		HERBERT 1.3	2.4		f 9.18	
20,000	f 6.35	4	197.3		KNOWLES (Spur) 1.1	1.1	4	f 9.10	
2,846 WT	6.45PM	3	198.4	DR	**RAYMOND**	0.0	3	9.00AM	7.00 AM to 7.00 PM
	Arrive Daily				(20.9)			Leave Daily	
	(1.35)				Time over District			(1.30)	
	13.26				Average speed per hour			14.00	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 172 is superior to No. 173; Nos. 312 and 174 are superior to No. 171.

Trains must get clearance card at Ione, Valley Spring and Raymond only when an operator is on duty.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY							THIRD CLASS	SECOND CLASS							FIRST CLASS					Distance from San Francisco		Time Table No. 120 November 18, 1908	Minimum running time between stations for passenger trains—minutes
	Steamer Trip From No. 148	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	262 Calistoga Freight	76 Napa Passenger	74 Napa Passenger	170 Suisun Passenger and Freight	178 Passenger and Freight	164 Napa Passenger and Freight	168 Suisun Passenger and Freight	162 Passenger	64 Calistoga Passenger	70 Santa Rosa Passenger	66 Calistoga Passenger Via N. W. P. Ry.	62 Calistoga Passenger	68 Santa Rosa Passenger				
	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	
	7.00PM	5.40PM											10.20AM			4.00PM	4.00PM	3.30PM N. W. Pac. Ry. Ferry	7.40AM	7.40AM	0.0	DN	**SAN FRANCISCO** DN 29.0	
	8.21PM	6.52PM											11.36AM			5.15PM	5.15PM		8.56AM	8.56AM	29.0	D	**VALLEJO JUNC.** 2.0	Vallejo Ferry
	† 8.35	**7.05	5.38PM	4.00PM	11.50AM	9.20AM	7.10AM						11.50			5.26	5.26		9.08	9.08	31.0	D	**SOUTH VALLEJO** 1.6	
	8.45PM	7.20PM	5.48PM	4.10PM	12.01PM	9.30AM	7.20AM																**NORTH VALLEJO WHF.**	
28,047 WFT											3.45PM		11.50AM	6.53AM		**5.38PM**	**5.28PM**	From West Napa, Buchli and Wingo	**9.20AM**	**9.10AM**	31.0	DR	**SOUTH VALLEJO** 1.1	
948											s 3.48		s 11.53	s 6.56		s 5.41	s 5.31		s 9.23	s 9.13	32.1		NORTH VALLEJO 3.3	2
1,494											f 3.55		f 11.59AM	f 7.03		5.48	f 5.37		9.29	f 9.18	35.4		FLOSDEN 2.9	4
12,064 YO								8.25AM	**5.43PM**	5.00PM	s **4.02PM**		s 12.05PM	s **7.09AM**	6.30AM	s 5.54	**5.43PM**		s 9.35	s **9.25AM**	38.3	DR*	**NAPA JUNCTION** 3.7	4
448									f 5.50	5.07			f 12.13		f 6.38	f 6.02			f 9.43		42.0		THOMPSON (Spur) 3.2	4
432													f								45.2		IMOLA (Spur) 1.3	3
7,491 W								**8.55**	6.01PM	**5.17PM**		2.50PM	12.25PM		**6.49AM**	s 6.14			s 9.53		46.5	DR	NAPA 2.3	2
2,394								9.05				3.05PM				s 6.19		5.29PM	s 10.00		48.8	R	**UNION** 2.4	
970								9.13								f 6.24		f 5.35	f 10.06		51.2		OAK KNOLL 1.5	9
828								9.20								f 6.28		f 5.38	f 10.11		52.7		TRUBODY 2.3	
2,759 W								9.35				Via West Napa, Buchli and Wingo				s 6.34		s 5.44	s 10.17		55.0	D	YOUNTVILLE 3.5	
2,154								9.47								s 6.42		s 5.52	s 10.25		58.5	D	OAKVILLE 1.9	4
1,757								9.54								s 6.47		s 5.56	s 10.30		60.4	D	RUTHERFORD 1.8	2
1,596								10.01								f 6.52		f 6.00	f 10.33		62.2		ZINFANDEL 0.9	
528																					63.1		THOMANN (Spur) 0.3	
1,402								10.10								f 6.55		f 6.03	f 10.37		63.4		CRANE 1.0	4
4,232								**10.40**								s 6.58		s 6.07	s **10.40**		64.4		ST. HELENA 1.1	
908								10.53								7.01		* 6.10	10.43		65.5		KRUG 0.8	
967								10.57								f 7.02		f 6.11	f 10.44		66.3		BARRO 2.2	
555 W																f			f		68.5		BALE (Spur) 0.8	
1,119								11.08								f 7.08		f 6.19	f 10.52		69.3		LARKMEAD 0.7	9
847 W																f		f	f		70.0		MAPLE 2.7	
2,681 WT								11.25AM								7.18PM		6.29PM	11.00AM		72.7	DR	**CALISTOGA**	
	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.7)	
								(3.00)	(0.18)	(0.17)	(0.17)	(0.15)	(0.25)	(0.16)	(0.19)	(1.40)	(0.15)	(1.00)	(1.40)	(0.15)			……Time over District	
								11.46	27.33	28.94	25.76	9.20	37.10	27.37	25.89	25.02	28.90	23.90	25.02	28.90			……Average speed per hour	

*Napa Junction—No train order Semaphore.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 74 is superior to No. 75; No. 262 is superior to No. 261; No. 164 is superior to No. 163.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.

NOTE—On Tuesdays and Saturdays, during hunting season, October 1st to February 15th, inclusive, Train and Engine Crew of No. 76 will connect with No. 64 and receive special order to run "Extra" Napa Junction to Cordelia and return. On such days No. 64 will take No. 76's Napa passengers from Napa Junction.

Trains must get clearance card at South Vallejo only when operator is on duty.

Trains must get clearance card at Napa Junction when an operator is on duty (6.45 a. m. to 6.45 p. m.)

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 62, 64, 164 and 74 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 68, 70, 164, 168 and 170 on signal.
Nos. 162 and 76 will leave Cement Works at Napa Junction at 6:25 A. M. and 5:40 P. M. respectively.
No. 74 Sunday will leave Cement Works 4:58 P. M.

STEAMER WILL STOP AS FOLLOWS:
From No. 48 stops at South Vallejo Saturday and Sunday only.
From No. 148 stops at South Vallejo Sunday only.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—Calistoga Branch.

Westward.

Minimum running time between stations for freight trains—minutes.	Time Table No. 120 November 18, 1908	Distance from Calistoga	FIRST CLASS					SECOND CLASS								THIRD CLASS	FERRY								Telegraph Office Hours
			61	67	65	63	69	161	71	167	177	163	175	75	169	261	Steamer Trip For Nos. 61 and 67	Steamer Trip For No. 47	Steamer Trip	Steamer Trip For Nos. 63 and 69	Steamer Trip For No. 19	Steamer Trip Tie up	Steamer Trip For No. 148	Steamer Trip Tie up	
			Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger via N. W. Pac. Ry.	Calistoga Passenger	Santa Rosa Passenger	Passenger	Napa Passenger and Freight	Vallejo Passenger and Freight	Passenger and Freight	Vallejo Passenger and Freight	Vallejo Passenger	Passenger	Passenger and Freight	Calistoga Freight									
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Sunday Only	
	DN **S FRANCISCO** 29.0	72.7	9.28AM	9.28AM	10.30AM N. W. Pac. Ry. Ferry	6.08PM	6.08PM											11.28AM							
	D **VALLEJO JC.** Vallejo Ferry 2.0	43.7	7.55AM	7.55AM		4.50PM	4.50PM											10.12AM			6.11PM		7.55PM		
	D **S. VALLEJO** 1.6	41.7	7.40	7.40		4.37	4.37										7.30AM	9.55	12.10PM	4.20PM		7.30PM	7.45	8.55PM	
	N.VALLEJOWHF.																7.20AM	9.45AM	12.01PM	4.10PM	5.48PM	7.20PM	7.35PM	8.45PM	
	DR **S. VALLEJO** 1.1	41.7	s 7.30AM	7.40AM	To West Napa, Buchli and Wingo	s 4.23PM	4.34PM			§ 9.55AM	From West Napa, Wingo and Buchli	3.08PM	3.08PM		6.15PM										7.00 AM to 7.00 PM
4	NORTH VALLEJO 3.3	40.6	s 7.26	s 7.37		s 4.19	s 4.31			s 9.50		s 3.03	s 3.04		s 6.10										
8	FLOSDEN 2.9	37.3	7.19	f 7.30		4.13	f 4.24			f 9.41		f 2.53	f 2.56		f 6.01										
8	DR* **NAPA JUNCT.** 3.7	34.4	s **7.14**	**7.24AM**		s **4.07**	**4.19PM**	6.18AM	9.15AM	**9.35AM**		2.45 **1.30	s 2.50	**5.34PM**	**5.54PM**	3.10PM									6.45 AM to 6.45 PM
8	THOMPSON (Spur) 3.2	30.7	f 7.05			3.57		6.10	9.06			f 1.20	f 2.40	5.26											
6	IMOLA (Spur) 1.3	27.5																							
3	DR NAPA 2.3	26.2	s **6.54**			s 3.47		6.00AM	**8.55AM**		11.25AM	x 1.10PM	2.30PM	**5.18PM**		2.30									6.30 AM to 6.30 PM
	R **UNION** 2.4	23.9	s 6.48		s 8.25AM	s 3.40					11.10AM					1.55									
18	OAK KNOLL 1.5	21.5	f 6.43		f 8.18	f 3.34										1.40									
	TRUBODY 2.3	20.0	f 6.39		f 8.15	f 3.31										1.33									
	D YOUNTVILLE 3.5	17.7	s 6.34		s 8.09	s 3.26										1.25									6.05 AM to 6.05 PM
7	D OAKVILLE 1.9	14.2	s 6.25		s 7.59	s 3.18										1.10									6.00 AM to 6.00 PM
4	D RUTHERFORD 1.8	12.3	s 6.21		s 7.53	s 3.13										1.01									6.00 AM to 6.00 PM
	ZINFANDEL 0.9	10.5	f 6.17		f 7.49	f 3.09										12.52									
8	THOMANN (Spur) 0.3	9.6																							
	CRANE 1.0	9.3	f 6.14		f 7.46	f 3.06										12.45									
	ST. HELENA 1.1	8.3	s 6.12		s 7.44	s 3.04										12.40									
	KRUG 0.8	7.2	6.07		f 7.40	2.59										12.28									
	BARRO 2.2	6.4	f 6.04		f 7.38	f 2.58										12.25									
18	BALE (Spur) 0.8	4.2	f			f																			
	LARKMEAD 0.7	3.4	f 5.57		f 7.32	f 2.51										12.10PM									
	MAPLE 2.7	2.7	f		f	f																			
	DR **CALISTOGA**	0.0	5.50AM		7.25AM	2.43PM										11.55AM									5.30 AM to 5.30 PM
	(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Daily Ex.Sunday	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Sunday Only	
	Time over District		(1.40)	(0.16)	(1.00)	(1.40)	(0.15)	(0.18)	(0.20)	(0.20)	(0.15)	(1.58)	(0.38)	(0.16)	(0.27)	(3.15)									
	Average speed per hour		25.02	24.33	23.90	25.02	28.90	27.33	24.60	21.09	9:20	24.38	24.38	30.75	16.20	10.51									

*Napa Junction—No train order Semaphore.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception: No. 74 is superior to No.75; No. 262 is superior to No. 261; No.164 is superior to No. 163.

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 61, 63, 163 and 175 on signal.
At Middleton, Nos. 61 and 63 on signal.
At Orphans' Home, Nos. 67, 69, 167, 169 , 163 and 175 on signal.
Nos. 161, 75 will run to Cement Works at Napa Junction.
No. 169—no San Francisco connection.
** No. 163, on special order, will make trip to Creston and return.
x Engines on 163 and 177 will change daily at Napa for fuel.
§ Steamer waits at South Vallejo until 10.02 A. M. only for No. 167.

Trains must get clearance card at Calistoga only when an operator is on duty.

Trains must get clearance card at Napa Junction when an operator is on duty (6.45 a. m. to 6.45 p. m.)

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—TOWARD SAN FRANCISCO. Westward.

SUISUN BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Vallejo		Time Table No. 120 November 18, 1908	Distance from Suisun	Minimum running time between stations for freight trains—minutes	SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	296	264	170	168							167	169	263	295	
	Santa Rosa Freight	Calistoga Freight	Suisun Passenger	Suisun Passenger							Vallejo Passenger and Freight	Vallejo Passenger	Calistoga Freight	Santa Rosa Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
28,047			3.45PM	6.53AM		31.0	D	**SOUTH VALLEJO** 7.3	20.1		9.55AM	6.15PM			
12,064 YO	**5.55PM**	3.40PM	4.20PM	7.25AM		38.3	DR*	**NAPA JUNCTION** 3.7	12.8		9.20AM	**5.42PM**	8.00AM	10.25AM	6.45 AM to 6.45 PM
4,613 W	6.12	3.57	f 4.28	f **7.40**	15	42.0		CRESTON 3.8	9.1	10	f 9.03	f 5.30	**7.40**	9.50	
5,820	6.25	4.15	s 4.38	s 7.51		45.8	D	CORDELIA 1.4	5.3		s 8.46	s 5.18	7.10	9.22	7.00 AM to 7.00 PM
9,907			f	f		47.2		THOMASSON (Spur) 1.7	3.9		f	f			
906	6.40	4.26	4.45	* 8.00	10	48.9		SUBEET 2.2	2.2	15	† 8.36	5.10	6.58	9.09	
32,028 WFTYO	6.50PM	**4.40PM**	**4.50PM**	8.05AM		51.1	DNR	**SUISUN**	0.0		8.30AM	5.05PM	6.50AM	9.00AM	24 hours
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(12.8)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(0.55) 13.90	(1.03) 12.09	(0.30) 24.16	(0.40) 19.20				Time over District Average speed per hour			(0.50) 15.33	(0.37) 20.76	(1.10) 10.97	(1.25) 9.03	

*Napa Junction—No train order Semaphore.

* No. 296 will carry passengers.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 168 is superior to No. 167; No. 170 is superior to No. 169.

NOTE—Special Foot-note Page 22.

Trains must get clearance card at Napa Junction when an operator is on duty (6.45 a. m. to 6.45 p. m.)

REGISTERING STATIONS:
Suisun and Napa Junction. (See Page 26.)

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Union, Buchli and Wingo Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	FIRST CLASS	Minimum running time between stations for passenger trains—min.	Distance from San Francisco		Time Table No. 120 November 18, 1908	Distance from Union.	Minimum running time between stations for freight trains—minutes	FIRST CLASS	SECOND CLASS	Telegraph Office Hours
	404	66							65	403	
	Passenger and Freight	Calistoga Passenger via N. W. Pac. Ry.							Calistoga Passenger via N. W. Pac. Ry.	Passenger and Freight	
	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	
	8.00AM Via N. W. P.	3.30PM Via NWP Ferry			DN	**SAN FRANCISCO**			10.30AM Via NWP Ferry	6.20PM Via N. W. P.	
	10.23AM	5.01PM		36.2	R	**WINGO** 5.5	14.1		9.00AM	3.50PM	
813	10.40AM	5.11PM		41.7	R	**BUCHLI** 3.2	8.6		f 8.45AM	s 3.32PM	
1,223	s 10.47	f 5.16		44.9		STANLEY 3.4	5.4		f 8.39	s 3.23	
4,870 WTF	s 10.58	s 5.23	10	48.3		WEST NAPA 2.0	2.0	20	s 8.32	s 3.15	
2,394	s 11.05AM	s 5.28PM		50.3	R	**UNION**	0 0		8.26AM	3.10PM	
	Arrive Daily	Arrive Daily				(14.1)			Leave Daily	Leave Daily	
	(0.25) 20.64	(0.27) 30.33				Time over District Average speed per hour			(0.34) 25.79	(0.22) 23.45	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

See page 25, Santa Rosa Branch, for movement of trains Buchli to Wingo.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa lines.

Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Santa Rosa and Wingo Branches.—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS		FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco	Time Table No. 120 November 18, 1908	Distance from Santa Rosa.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS		THIRD CLASS	Telegraph Office Hours
	294	406	402	70	68	166						67	69	165	401	405	293	
	Santa Rosa Freight	Passenger and Freight	Passenger and Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.						Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight	Santa Rosa Freight	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
				4.00PM	7.40AM			0.0	**SAN FRANCISCO**	75.0		9.28AM	6.08PM					
12,064 YO	10.50AM		9.45AM	5.47PM	9.27AM			38.3	DR* **NAPA JUNCTION** 4.9	36.7	11	7.23AM	4.17PM			4.37PM	5.15PM	6.45 AM to 6.45 PM
813	11.20	From Union and West Napa	f 9.58	f 6.00	f 9.42	From Union and West Napa	8	43.2	R **BUCHLI**	31.8	5	7.11	4.02	To West Napa and Union	To West Napa and Union	4.17	4.55	
813	11.20	3.32PM	9.58	6.00	9.42	8.45AM		43.2	Automatic Block. R **BUCHLI** 2.2	31.8		f 7.11	f 4.02	5.11PM	f 10.40AM	f 4.17	4.55	
721	11.27	f 3.37	f 10.04	f 6.04	f 9.45	8.50	4	45.4	MERAZO 1.3	29.6	8	f 7.06	f 3.55	5.07	f 10.33	f 4.11	4.47	
No Siding	11.30	**3.42**	10.08	6.07	9.47	8.52		46.7	**RAMAL** (No Siding)	28.3		7.04	**3.52**	5.05	10.30	**4.07**	4.40	
No Siding		3.42	10.08			8.52		46.7	**RAMAL** (No Siding) 2.0	28.3				5.05	10.30	4.07		
Siding on N.W.P. Ry		3.50PM	10.15AM			9.00AM	3	48.7	R **WINGO**	30.3	4			5.01PM	10.23AM	3.57PM		
No Siding	11.30			6.07	9.47			46.7	**RAMAL** (No Siding) 3.5	28.3		7.04	3.52				4.40	
2,475	11.50AM			f 6.13	f 9.55		5	50.2	N. W. Pac. Ry. Crossing D * SHELLVILLE 3.1	24.8	7	f 6.57	f 3.45				4.25	7.00 AM to 7.00 PM
310							5	53.3	SNYDER (Spur) 1.4	21.7	7							
2,349 W	12.05PM			s 6.23	s 10.05		2	54.7	D EL VERANO 1.7	20.3	3	s 6.49	s 3.38				4.00	6.30 AM to 6.30 PM
606				f	f		3	56.4	AGUA CALIENTE (Spur) 0.9	18.6		f	f					
369				f	f		1	57.3	SOBRE VISTA (Spur) 0.5	17.7	5	f	f					
892	12.15			f 6.31	f 10.13		1	57.8	N. W. Pac. Ry. Crossing YULUPA 0.7	17.2		f 6.43	f 3.29				3.49	
508	12.20			f 6.34	f 10.16		1	58.5	ELDRIDGE 1.5	16.5	4	f 6.40	f 3.27				3.44	
898	12.25			s 6.38	s 10.20		3	60.0	GLEN ELLEN 0.6	15.0	5	s 6.37	s 3.22				3.40	
499	12.30			f 6.40	f 10.22		1	60.6	WARFIELD 1.4	14.4		f 6.36	f 3.20				3.38	
495	12.35			f 6.45	f 10.26		3	62.0	BELTANE 1.6	13.0	6	f 6.32	f 3.17				3.33	
505	12.41			f 6.50	f 10.32		3	63.6	WILDWOOD 0.8	11.4		f 6.28	f 3.12				3.25	
2,497	12.47			s 6.52	s 10.35		1	64.4	D KENWOOD 1.4	10.6	9	s 6.26	s **3.10**				**3.10**	6.00 AM to 6.00 PM
561				f	f		2	65.8	LAWNDALE (Spur) 0.7	9.2		f						
480	12.56			f 6.56	f 10.40		1	66.5	LOS GUILICOS 1.3	8.5		f 6.20	f 3.05				2.40	
1,290	1.00			f 6.58	f 10.43		2	67.8	ANNADEL 1.6	7.2	6	f 6.17	f 3.02				2.35	
620				*	*		5	69.4	OLESON (Spur) 0.9	5.6		*	*					
1,078	1.10			f 7.04	f 10.48			70.3	MELITTA 1.9	4.7		f 6.10	f 2.55				2.20	
992							3	72.2	BAKU (Spur) 2.8	2.8	14							
5,408 WT	1.40PM			7.15PM	11.00AM		5	75.0	DR **SANTA ROSA**	0.0		6.00AM	2.45PM				2.00PM	7.30 AM to 7.30 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			36.7			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
	(2.50)	(0.18)	(0.30)	(1.28)	(1.33)	(0.15)			Time over District			(1.23)	(1.32)	(0.10)	(0.17)	(0.30)	(3.15)	
	13.34	18.33	20.80	25.00	23.90	22.00			Average speed per hour			29.84	23.95	33.00	19.41	20.80	11.41	

*Napa Junction—No train order Semaphore.

*No train order semaphore at Shellville.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 294 is superior to No. 293; No. 402 is superior to No. 401; No. 406 is superior to No. 405.

Trains switching or using siding at Wingo on N. W. Pac. Railway must carefully observe Rule 99, also be governed by current Time Table N. W. Pac. Railway, and carefully note Special Rules Page 30, covering movements at Wingo, and between Ramal and Buchli.

Trains must get clearance card at Santa Rosa only when an Operator is on duty.

Trains must get clearance card at Napa Junction when an operator is on duty (6.45 a. m. to 6.45 p. m.)

TRAINS WILL STOP AS FOLLOWS:
Tule Vista Nos. 67 68, 69 and 70 during hunting season on signal.
At Felice—Nos. 67, 68, 69 and 70 on signal.

No. 401 connects at Wingo with N W. Pac. Ry. 140.
No. 406 connects with No. 143 N. W. Pac. Railway at Wingo; No. 143 will not wait for No. 406 if late.

Oakland Sub-Division (Continued): Branch Lines.

Eastward. FROM SAN FRAN.—CLEAR LAKE BRANCH—TOWARD SAN FRAN. Westward.

	FIRST CLASS					Time Table No. 120 November 18, 1908			FIRST CLASS		
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	80 Winters Passenger	78 Rumsey Mixed	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		STATIONS	Distance from Rumsey.	Minimum running time between stations for freight trains—minutes.	79 Winters Passenger	77 Rumsey Mixed	Telegraph Office Hours
	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	
	3.00PM	7.00AM		0.0		**SAN FRANCISCO** 60.5	111.6		10.48AM	7.28PM	
12,978 WYF	6.00PM	9.55AM		60.5	DR	**ELMIRA** 4.3	51.1		7.50AM	4.20PM	7.00 AM to 7.00 PM
8,256	s 6.10	s 10.05	5	64.8	D	VACAVILLE 1.9	46.8	11	s 7.40	s 4.05	7.00 AM to 7.00 PM
680	f	f	2	66.7		VIOLET (Spur) 2.9	44.9	5	f	f	
1,495	f	f	3	69.6		HARTLEY 1.8	42.0	7	f	f	
778	f	f	3	71.4		ALLENDALE (Spur) 3.7	40.2	5	f	f	
1,298	f 6.30	f 10.30	5	75.1		WOLFSKILL 2.0	36.5	9	f 7.15	f 3.08	
6,061 WT	6.35PM	s 10.40	2	77.1	DR	WINTERS 4.3	34.5	6	7.10AM	s 3.03	7.00 AM to 7.00 PM
1,150		f 10.53	6	81.4		NORTON 3.3	30.2	11		f 2.49	
1,211		f 11.02	4	84.7		CITRONA 3.2	26.9	8		f 2.40	
3,432		s 11.10	4	87.9		MADISON 3.1	23.7	9		s 2.30	
6,627 WT		s 11.18	4	91.0	D	ESPARTO 1.9	20.6	10		s 2.15	7.00 AM to 7.00 PM
3,055			3	92.9		CORFU (Spur) 0.6	18.7	6			
1,297		f 11.25	1	93.5		CAPAY 4.2	18.1	3		f 2.05	
1,309		f 11.36	7	97.7		CADANASSA 4.1	13.9	14		f 1.50	
1,314		f 11.48	7	101.8		TANCRED 2.6	9.8	14		f 1.34	
1,304		f 11.55AM	4	104.4		SURREY 1.0	7.2	8		f 1.26	
557		f 12.02PM	3	105.4		AMARANTH 1.3	6.2	3		f 1.22	
1,329		s 12.08		106.7	D	GUINDA 0.6	4.9	4		s 1.18	7.00 AM to 7.00 PM
616		s 12.13	1	107.3		SAUTERNE 1.7	4.3	2		f 1.12	
1,319		f 12.18	3	109.0		CASHMERE 2.6	2.6	6		f 1.07	
3,080 WT		12.25PM	4	111.6	R	**RUMSEY**	0.0	10		1.00PM	
	Arrive Daily	Arrive Daily				(51.1)			Leave Daily	Leave Daily	
	(0.35)	(2.30)				........................Time over District........................			(0.40)	(3.20)	
	28.45	20.04				........................Average speed per hour........................			24.90	15.30	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 78 is superior to No. 77.

WESTERN DIVISION

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's Office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

BULLETIN BOARDS.

Oakland Pier.
West Oakland.
Port Costa.
Vallejo.
Napa—Suisun.
Elmira.
Davis.
Sacramento.—Brighton.
Galt.
Lodi.
Stockton.
Tracy.
Mendota.
Raymond.
Fresno.
San Jose—Santa Clara.

REGISTERING.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but conductors must throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. *Exception—*Rule 83 and D 83 must be observed when moving from double track to single track, unless prior register check shows all superior trains have passed, or if fail to properly identify superior trains on double track, stop at Register station end double track for positive check on such trains. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing inferior trains or trains of the same class to the train taking down signals.

TELEGRAPHONE INTERMEDIATE STATIONS.

Oakland Pier.—Dispatcher's office.
Vallejo Junction.
Port Costa.
Avon.
Tracy.
Mendota.
Niles.
San Jose.
Lathrop.
Stockton.
Lodi.
Galt.
Sacramento.
Benicia.
Suisun.
Elmira.
Napa Junction.
Santa Rosa.
Calistoga.
Merced.

At Fruitvale, Stock Yards and West Berkeley "Telegraphones" are in service.

In addition to Rules 6 and 6A Book of Rules, following signs will be used:

*Stop only to leave passengers.

†Stops only on Signal to receive passengers.

Westward overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at their initial stations or junctions, will stop to leave such passengers.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

OAKLAND PIER TOWER.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Oakland Pier Tower, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

Trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

Westward trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to Bridge No. 2, and enginemen will, under no circumstances, run by them when at stop without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 3, page 82.)

Whenever large whistle on top of Oakland Pier Tower is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a stop and not again moved until signal is given by proper authority from the tower.

WEST OAKLAND TOWER.—Easterly on Shore End of Oakland Pier (Mole).

HARRISON ST. TOWER.—Crossing Fourteenth St. Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of Harrison St. Tower on First Street and governs westward trains: Top arm governs west on main line to present signal near Harrison St. Tower lower arm governs through new cross-over and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the Fourteenth Street Line with the old Alameda Line. Top arm governs westward trains through the cross-over and into Broadway (First Street); lower arm governs over First Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of Fourteenth Street and Alameda Line; lower arm governs through new "Y" and out on eastward main-track on First Street.

SIXTEENTH ST. TOWER.—Near Sixteenth Street Depot, Oakland.

WEBSTER ST. TOWER.—Crossing Fourteenth St. Line, Seventh and Webster Streets, Oakland.

KIRKHAM ST. TOWER.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Kirkham St. Tower, located at First and Kirkham Streets. Westward two-arm "home" signal near the foot of Adeline Street, controlled from tower; Upper arm on this pole good for westward trains westerly or westward main lines; lower signal good for westward trains westerly through cross-overs into main Freight Yard. Eastward trains on eastward main track governed by one-arm "home" signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

EAST OAKLAND TOWER.—East Oakland on First and Seventh Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. Eastward main-track signal is located about 400 feet west of cross-over.

Eastward Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

Westward trains are governed by two-arm signal located about 400 feet east of cross-over—upper arm for main track; lower arm for Seventh Street Line.

FRUITVALE TOWER.—Fruitvale.

Westward main-line trains approaching this tower will be controlled by one-arm high signal on cantilever pole, and, in addition, by one-arm high signal west of tower. Westward Seventh Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one-arm high signal west of tower, and also by one-arm high signal located at junction point of main line westward and local tracks.

Westward Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station.

Eastward trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to Seventh Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out eastward main line, bottom arm controlling movement to Alameda Park Street Line.

Eastward Seventh Street Local, after making stop at Fruitvale Station, must receive signal located on left-hand side before proceeding.

Other train movements at this tower will be controlled by dwarf signals of the usual type.

WEBSTER JUNCTION TOWER.—Webster Junction.

Eastward trains, Fourteenth Street Line, from Alameda Pier approaching the interlocking limits will be governed by two-arm signal: Top arm for Fourteenth St. local line to one-arm signal at electric road crossing, which signal is good over Harrison Street Draw to the present two-arm signal on trestle controlled by Harrison St. Tower.

Eastward Alameda Horse-shoe line trains from Alameda Pier will receive lower arm of two-arm signal, good to one-arm signal at electric road crossing, which signal is good east towards Mastick on double track.

Westward Alameda trains for Oakland Pier approaching interlocking will be governed by two-arm signal: Top arm good on Harrison Street Bridge route to one-arm signal in about present location, which signal is good over Harrison Street Draw to present two-arm signal controlled by Harrison St. Tower. Westward Alameda Horse-shoe trains from Mastick, approaching interlocking will receive lower arm, good on Alameda Pier route to one-arm signal 400 feet east of Alameda and Fourteenth St. line junction, which signal is good onto westward double track to Alameda Pier.

Westward Fourteenth Street line train approaching draw will receive top arm, good over Harrison St. Draw to one-arm signal west of electric road crossing, which signal is good to Westward track to Alameda Pier.

Eastward Alameda trains from Oakland Pier to Mastick, approaching drawbridge will receive lower arm, good over Draw to one-arm signal, which signal is good onto Eastward track Alameda.

All switching movements through this Interlocking will be governed by Dwarf Signals.

GOLDEN GATE TOWER.—Crossing Santa Fe & Berryman Line between San Pablo Ave. and Alcatraz.

Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

PORT COSTA TOWER.—Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on westward track through Junction Switch.

MERCED TOWER No. 3 A. T. & S. F.—Crossing A. T. & S. F. Ry., 1.8 miles west Merced (Oakdale Branch).

(Towermen Not on Duty 8.00 p. m. to 4.00 a. m.)

MILLER TOWER.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.4 miles east of Berenda.

SAN JOSE TOWER.—San Jose; Junction of Western Division Niles Line and Coast Division.

SANTA CLARA TOWER.—Santa Clara; Junction of Western Division, S. P. C. Branch and Coast Division.

SACRAMENTO DIVISION TOWER.—ELVAS; Junction Western Division and Sacramento Division.

STOCKTON TOWER No. 1.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

STOCKTON CROSSING No. 3.—WESTERN PACIFIC RY., BETWEEN STOCKTON AND ARMBRUST

Westward trains on main line will, if route is clear, receive Distant Signal and Right-Hand Home Signal on two-arm bracket post.

Westward trains on siding will receive Left-Hand Two-Arm Signal on bracket post, but without Distance Signal.

Eastward trains on main line, if route is clear, will receive Distant Signal and Left-Hand Signal on two-arm bracket post.

Eastward trains on siding will receive Right-Hand Home Signal on two-arm bracket post without Distant Signal.

FRENCH CAMP TOWER.—Crossing Western Pacific Ry. one mile east of French Camp.

Westward trains will receive Distant Signal located 2450 feet east of crossing; also Right-Hand Home Signal located 450 feet east of crossing.

Eastward trains will receive Distant Signal located 2450 feet west of crossing; also Right-Hand Home Signal located 450 feet west of crossing.

STOCKTON TOWER No. 4.—Crossing Western Pacific, Crossing Weber Avenue and Union Street, Stockton.

Westward trains from Milton, Oakdale Branch, proceeding to depot on straight track, will receive UPPER arm on two-arm bracket pole, located on left-hand side of track.

Westward trains proceeding to depot by way of Oakdale Siding, or to Roundhouse, will receive LOWER arm on two-arm bracket pole.

Eastward trains will receive signals located on RIGHT-HAND side of respective tracks.

LATHROP TOWER.—Crossing Western Pacific, Located on Lathrop-Fresno Line About a Mile South of Lathrop.

Train and engine movements will be governed by the position of Home and Distant Signals on S. P. Co. Lines.

Signals on the S. P. Line will be left standing at Stop position, while signalman is on duty during the day time, and Proceed at night, when there is no signalman on duty.

NILES TOWER.—Crossing Western Pacific About Half Mile East of Niles, San Jose Branch.

Westward trains from San Jose will receive distant signal located on right hand side of track about one-half mile east of crossing, and home signal located on right hand side of track 570 feet east of crossing.

Eastward trains will receive home signal located on right hand side of track 1020 feet west of crossing, and upper arm of double-arm home signal located on right hand side of track at the crossing. The lower arm on this pole will not be in operation until the Dumberton cut-off tracks are completed. Passenger trains of either line to have preference over freight trains of the other. Southern Pacific trains to have preference over Western Pacific trains of the same class.

WESTERN PACIFIC TOWER—Between Homestead and Sacramento—under construction. Trains must comply with Rule 98 and come to a full stop before crossing.

Trains must not exceed 30 miles per hour passing over interlocking crossings.

All signals in Interlocking System govern tracks in accordance Standard Rules 602 to 672, pages 104 to 110 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towerman.

DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough.

Speed over these Drawbridges must not exceed 15 miles per hour.

SACRAMENTO, west end Sacramento River Bridge, eastward trains must not exceed six miles per hour full length of train.

HARRISON ST. OAKLAND DRAW, foot Harrison St. crossing estuary, trains must not exceed 6 miles per hour crossing this Bridge.

NOTE.—Bridge Cabin on Top Harrison St. Bridge.

If signals are clear, proceed. If at stop send flagman ahead and be governed by Rule 663, page 109.

SPECIAL RULES.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD-CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

Rule 83-A will not apply at initial stations which are not telegraph stations and at telegraph stations except during office hours, or when an operator is on duty after office hours.

AUTOMATIC SIGNALS

On Single Track, within Automatic Block System limits, last portion of Rule 86 will not apply.

Referring to Rule 504, Page 101, Standard Rules. **ON SINGLE TRACK**, trains will wait five minutes before following flagman, under conditions outlined in said rule. **ON DOUBLE TRACK**, under similar conditions, trains must come to a stop and may then proceed under control—flagman must be sent ahead in stormy or foggy weather.

EASTWARD trains, when meeting trains on double track between Army Point and Arsenal, must stand **WEST** of Signal No. 352 until Westward trains have passed Signal No. 355, near junction switch, to avoid holding Intermediate Signal against Westward trains.

AUTOMATIC SIGNAL—OVERLAPS.

BENICIA AND SACRAMENTO.

Eastward trains—before leaving double track at Arsenal; Cygnus; Teal; Sprig and Kobe. Westward trains—Mikon and Teal.

PORT COSTA AND TRACY.

Eastward trains—Nevada Dock; Martinez; Cornwall. Westward trains—Avon.

TRACY AND STOCKTON.

Eastward trains—Banta; Lathrop and French Camp.

Trains of the direction indicated at these stations and intending to hold main line against opposing trains must not pass overlap post marking the end of overlap of the adjoining block, switch must not be opened to head an opposing train onto the passing track or other siding, until it is known that the expected train has passed the signal at opposite end of block.

Overlap posts are painted white at the top and black at the base and stand about 6 ft. high.

Switch lights duplicated with automatic signals have been removed between the following points: Martinez to Minard, Stockton to Brighton, Ellis Siding, Niles to San Jose, Niles to Elmhurst.

At all terminals, except where proper protection is afforded by signals and derailers, speed of trains must be reduced sufficiently to prevent an accident in case the main line is fouled.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for passenger and freight trains."

Noting **RULE D 153, PAGE 31.** "Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged." When on the **OPPOSITE TRACK FARTHEST** from the station must only pass a train at very slow speed. Engineers must have train under control, reducing speed far enough back so as to avoid a stop when they see that another train is about to take the station. Trains which **DO NOT** stop at the station must be given preference. In case of two trains, both of which are scheduled to stop, **WESTWARD TRAIN** to have preference.

(A). **SUBURBAN TRAINS** will have preference over all others at Oakland (16th St.) and at stations between Oakland Pier and Fruitvale. This rule must be strictly observed at 23rd Avenue and Fruitvale where 3 tracks are in operation. **WESTWARD** main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there. Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at any station, the **SPEED OF MAIN-LINE TRAINS** must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train. Come to a full stop if necessary. **SUBURBAN TRAINS** must not enter stations Oakland (16th St.), Oakland (1st St.), or Fruitvale, when **MAIN-LINE TRAINS** are receiving or discharging passengers, except when locomotive is preceded by flagman and then with great caution.

Road Engines, when moving between Roundhouse to train, a red light must be displayed on the rear end of tank over center of track in addition to white light.

SAN FRANCISCO AND PORT COSTA.

Main Tracks between Oakland Pier and (Bay Street) West Oakland, are designated as numbers 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for westward main line and suburban passenger trains;
Track No. 2 for eastward main line and suburban passenger trains;
Track No. 3 for westward main line and suburban passenger trains;
Track No. 4 for eastward. main line and suburban passenger trains.

Main tracks between 16th St. Tower Sixteenth Street, Oakland, and Shellmound are designated as Nos. 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for westward main line passenger and freight trains;
Track No. 2 for eastward main line passenger and freight trains;
Track No. 3 for westward suburban trains;
Track No. 4 for eastward suburban trains.

Main tracks between Shellmound and Corbin are designated as Nos. 1, 2 and 3, numbering from the North:

No. 1 for westward main line passenger and freight trains;
No. 2 for eastward main line passenger and freight trains;
No. 3 for suburban passenger trains (West Berkeley Local).
Double track 1 and 2 extends from Corbin to Port Costa.

The switches at Sixteenth Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

The limits of Oakland Yard will extend from Elmhurst and Melrose on Niles Line to all points on Alameda Line and 14th and Franklin Streets, through West Oakland Yard to Oakland Wharf and to Paraffine, on Port Costa Line, and Berryman on Berkeley Branch.

Approaching switches within the limits of Oakland Yard, trains will, when necessary, give whistle signal as per Rule 14, page 16, to the switchtenders.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching Sixteenth Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, o o o o.

The freight track in Cedar Street, between West Oakland and Sixteenth Street stations, is controlled by signals from 16th St. Tower and West Oakland Tower. Trains for West Oakland, arriving at Sixteenth Street, may leave that station regardless of their schedule time, or of opposing train, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with their superiority.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, 16th St. Tower, Sixteenth Street, Oakland, before doing such work.

Trains must not exceed 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run under control. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from 7 p. m. until 6 a. m. for the westward movement of freight trains. Speed of freight trains using working track as above must not exceed 15 miles per hour, and Rule 99 must be strictly adhered to.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard extend to and include Arsenal Siding.

At Benicia, trains will be governed by special regulations issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for westward track.

Between hours 8.20 a. m. and 11.00 p. m. Switchtender at Arsenal will open and close switch for all EASTWARD passenger trains when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch AND RECEIVE PROCEED SIGNAL FROM SWITCHTENDER.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard trains and light engines must move under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Trains must not exceed 6 miles per hour over Sacramento River Bridge.

Trains through Broderick, west of Sacramento Bridge, must not exceed 8 miles per hour.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

TRACY AND MENDOTA.

When automatic signal east of junction switch at Tracy indicates stop, trains must not proceed until they receive signal from switchtender; if indicates proceed do so under control.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

All trains must be under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give proceed signal, either by flag or semaphore.

Speed over the crossing must not exceed 12 miles per hour.

Town of Newman has passed following ordinance:

It shall be unlawful to obstruct highway crossings within the corporate limits for longer period than seven minutes at any one time.

It shall be unlawful to switch the house track between Merced and Fresno Streets while there is a passenger train standing at the depot, or for five minutes before arrival of passenger train, or for five minutes after such passenger train leaves the station. Be governed accordingly.

By ordinance City Los Banos, misdemeanor to block any street crossing more than 10 minutes.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford).

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton line.

Cross-over switch between junction switch and Fresno main track, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Speed of trains within the limits of Modesto and Merced must be reduced to 15 miles per hour.

RAYMOND AND FRESNO.

By ordinance, the rate of speed of engines or trains is limited to 8 miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than 5 minutes at a time.

NILES AND SAN JOSE.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed 6 miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by interlocking semaphore signals controlled from tower near Third Street.

WESTERN PACIFIC TOWER, CHESTNUT ST., OAKLAND.

During construction of tower, trains will observe Rule 98 in passing over the crossing. In all cases get an ''all right'' signal from flagman before proceeding. If crossing flagman is not on duty, brakeman must be sent ahead to flag train over crossing.

SAN FRANCISCO AND TRACY.

Main tracks between Oakland Pier and (Bay Street) West Oakland are designated as 1, 2, 3 and 4, numbering from the North and used as follows:

No. 1 for westward main line and suburban passenger trains;
No. 2 for eastward main line and suburban passenger trains;
No. 3 for westward main line and suburban passenger trains;
No. 4 for eastward main line and suburban passenger trains.

Main tracks between East Oakland Tower East Oakland and Fruitvale Tower Fruitvale are numbered 1, 2 and 3, numbering from the North, and used as follows:

Track No. 1 for eastward Seventh Street suburban trains only;
Track No. 2 for westward main line passenger, freight and suburban trains;
Track No. 3 for eastward main line passenger, freight and suburban trains.

Except as designated above, double track extends from (Bay Street) West Oakland to Elmhurst via First Street. Suburban trains of Alameda line will use main-line double track between West Oakland and Fruitvale.

Left-hand high semaphore at East Oakland will govern No. 1 track.

Approaching Fruitvale on track (1) trains will be governed by new left-hand high-arm signal, located 450 feet west of the switches.

Suburban trains westward will use westward main track (2), between Fruitvale and East Oakland, Seventh-Street trains crossing over to proper tracks at East Oakland.

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with ''current of traffic,'' will be governed by automatic signals, and will be irrespective of superiority of trains, except that freight trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Between Fruitvale and Elmhurst third-class and extra trains will move with ''current of traffic,'' being governed by automatic block signals—and must clear time of first and second-class trains as required by Rule D 86.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, o o ——— o, as a signal to towermen Fruitvale. Horse-shoe suburban trains will give two long and one short blasts of the whistle, thus, ——— ——— o, as a signal to towermen.

The east end of double track (Elmhurst) being east switch of cross-over west of junction switch for South Pacific Coast main track trains.

The junction switch will stand normally for eastward trains, Oakland to Niles lines.

Unless switchtender is on duty at Elmhurst and proper signal received, after calling for switch, trains to or from Southern Pacific Coast line and westward Niles to Oakland must open and close junction switch.

The west cross-over switch in westward main track leading to junction switch will be set for westward trains.

All westward trains from Niles and South Pacific Coast Ry. will register or leave registering ticket, Form 2588, at Elmhurst.

The limits of Oakland Yard will extend from Elmhurst and Melrose on Niles Line to all points on Alameda Line and 14th and Franklin Streets, through West Oakland Yard to Oakland Wharf and to Paraffine, on Port Costa Line, and Berryman on Berkeley Branch.

Should eastward trains leave Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to eastward main-line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice Streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the higher-class train, or the westward train of the same class shall have the preference, and the other must be brought to a stop until its engine has been passed by the rear end of the opposing train.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

TRACY, STOCKTON, LODI AND SACRAMENTO.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

Cross-over switch between junction switch and Fresno main line, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Between the boards designating the **LIMITS OF THE CITY OF STOCKTON,** the speed of all trains must not exceed 8 miles per hour.

By ordinance City Stockton, misdemeanor to block street-crossings longer than 5 minutes.

Limits of Stockton Yard extend from yard limit signboard west of South street to and including the east end of "Long Siding" at El Pinal, 1.8 miles east of Stockton. Track known as "Long Siding" extends from South street to El Pinal. Within these limits yard engines will strictly adhere to Rule 93, when necessary to use main track.

The limits of Lodi yard include all the sidings at Lodi and will extend to and including Woodbridge, on the Valley Springs branch. Yard engines will be governed accordingly and observe Rule 93, protecting against first and second class trains.

Junction switch, line Lodi and Woodbridge, after being used must be set for Sacramento and Stockton.

Junction switch, Valley Spring line, in Lodi siding must be set normally for siding. Trains using such track must avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard trains and light engines must move under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to ''proceed.''

By ordinance it has been made unlawful for

1. Any person, firm or corporation operating steam railroads within the City of Sacramento, to run any train or locomotive within the corporate limits of said City of Sacramento at a greater rate of speed than fifteen (15) miles an hour.
2. Every such railroad shall erect and keep erected at the point where such railroad enters the City, a signboard having legibly painted thereon the words ''Slow speed, 15 miles an hour.''
3. Penalty for each violation, a fine of not less than thirty nor more than five hundred dollars, or imprisonment in the city jail not exceeding thirty days or both such fine and imprisonment.

Switches at Elvas will be operated and controlled by Towerman. The ''Y'' switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at ''Proceed'' the switches are set for Main track to Sacramento. When lower arm stands at ''Proceed'' switches are set for the ''Y.'' All trains must approach Elvas under control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman.

Trains moving via Elvas from either direction destined Sacramento will sound two long and one short blast of whistle, thus, ——— ——— o.

Trains from either direction destined Brighton will sound two long and three short blasts of whistle, thus, ——— ——— o o o.

Trains from either direction destined to Roseville will sound one long and one short blast of whistle, thus, ——— o, as a signal to towerman to set switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table superiority. Under the conditions described in Automatic Block System Rule No. 504, trains must come to a stop and may then proceed under control, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass Signal No. 919 governing westward main line near Twenty-first Street should such signal be found at stop until signal has changed to safety, or hand-signal to proceed been given by switchtender.

See current Sacramento Division Time Table for further instructions and movement between Sacramento and Elvas, also Elvas and Roseville.

Towerman Elvas will keep register for information Western Division trains moving to and from Sacramento Division.

Junction switch at Brighton west of the station building must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas line at Brighton, under control, so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than 4 miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion.

"No person shall run or propel any railroad car, locomotive or hand car, horse car or any train or cars, or any trolley car, in the City of Napa, at a greater rate of speed than four miles per hour within one thousand feet of any draw bridge, or at a greater rate of speed than eight miles per hour at any other place within the said City of Napa."

"No person shall switch any railroad car or locomotive or any train or cars, over, along or across any street or public highway in the City of Napa, without first placing or stationing a flagman or person to warn persons approaching such street or public highway, of the approach of such railroad car, locomotive, train or cars, and such flagman or person so placed, shall remain at said street, or highway, or street crossing during all the times such switching is being done." You will therefore be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to 12 miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

On freight trains over Creston Hill, between Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

NAPA JUNCTION, SANTA ROSA AND WINGO.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table superiority. A freight train, however, must not enter a clear block if a first-class train is so nearly due at opposite end of block that the freight train cannot clear the time of the first-class train five (5) minutes; but after such first-class train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the Santa Rosa-Napa Junction line. Signals will stand normally at "proceed" for Santa Rosa-Napa Junction trains and at "stop" for West Napa-Wingo branch trains.

Before entering the automatic block limits, West Napa-Wingo branch trains must set junction switch for West Napa-Wingo line, which, if no train is occupying the block, will cause signal to assume the "proceed" position, after which such train may proceed.

A train of either line finding signal at entrance to block at "stop" and not changing to "proceed," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 504.

In all other respects train and engine-men will be governed by Automatic Block System Rules Nos. 501 to 517 inclusive, Book of Rules.

UNION, WEST NAPA AND WINGO.

All trains will come to a stop before crossing the Napa Valley Electric Railway line at Myrtle Avenue, West Napa.

Conductors (or engineers in case of light engines) before permitting train or locomotive to go over crossing must ascertain whether trains of the electric railway line are approaching from either direction, by sending flagman ahead, and must give trains of the electric railway precedence and the right to crossing.

Switch at Wingo will be set normally for N. W. Pac. line. Enginemen on Southern Pacific trains approaching junction at Wingo will blow two long and three short blasts of the whistle, thus, ——— ——— o o o, as call to switchtender to set switch for Southern Pacific line. Switchtender on duty only during the day time. At night train crews will handle switch.

Southern Pacific swing train will make transfer to N. W. Pac. Ry. trains at Wingo, transfer to be made at junction switch, necessitating train occupying N. W. Pac. Ry. main line. When baggage and passengers are transferred, train will back up to clear N. W. Pac. main line.

Transfer of freight cars between Southern Pacific and N. W. Pac. Ry. will be made at Wingo siding, about 800 feet west of junction switch. Southern Pacific swing train should not occupy N. W. Pac. main line for switching freight cars until after connecting passenger trains have passed and must be fully protected while occupying N. W. Pac. tracks.

All N. W. Pac. Ry. and Southern Pacific passenger trains will approach junction switch at Wingo under control, expecting to find main line occupied. Eastward freight trains on N. W. Pac. should approach west end of Wingo siding under control, expecting to find Southern Pacific train switching at that point.

Drawbridge located across Steamboat Slough, about 1000 feet west of Wingo junction switch. All trains will be governed by current rules before passing bridge.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding 6 miles per hour.

Trains must not exceed 10 miles per hour while running in the main street in Capay.

Trains crossing on Steamer SOLANO between Port Costa and Benicia will be governed by the following regulations:

FREIGHT TRAINS.

Head brakemen must ride first cut (engine section) in on boat, riding on first car and setting brakes, after which he will return and ride head end of second and third cuts, and set brakes.

The rear brakeman must ride head end of last cut (caboose cut), then return and set all brakes on rear ends of cuts.

Three deckhands will set brakes on all cuts in between the two brakemen.

On arrival at other side, head brakeman must release all brakes on first cut and ride it off the boat.

Rear brakeman must release all brakes on second cut and ride it off the boat.

The deckhands will release the brakes on the remainder two (rear) cuts.

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut on the boat and set brakes.

Rear brakeman must ride head end of second cut on boat and set the brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deckhands must set the brakes in the middle cuts the same as when handling freight trains.

In unloading the same programme should be followed as in handling freight trains.

Passenger trains while on the Steamer must keep vestibule doors and traps open. The traps and doors must be opened as soon as the train comes to a standstill on the boat. Passengers must be cautioned not to lean out of the vestibule doors, as there is danger of being struck by iron rods or bars of steamer, and must be kept off platforms when backing coaches on Boat. Vestibule tail gates must be in proper position.

Locomotives standing at end of apron awaiting transfer on Steamer must arrange to cover headlights whenever reflection from same would be directly over apron into slip.

LOCATION AND LENGTH OF SPURS NOT SHOWN ON FACE OF TIME TABLE.

NAME	Between	Distance from San Francisco	Length
Newlove.....	Antioch and Neroly........	57.0	864.5
Vanormer ...	Westley and Emerald......	105.8	764.0
Panoche......	Agatha and Dos Palos.	150.6	778.5
Arbios	Cromir and Mendota.......	174.3	866.5
Chiles........	Davis and Swingle..........	78.1	940.0
Washington .	Mikon and Sacramento....	89.3	3,844.3

NAME	Between	Distance from San Francisco	Length
Sather	Fruitvale and Kohler	11.3	9,526.0 Spur and Siding
Alston.......	Niles and Farwell..........	32.0	417.0
Bonita	Sunol and Pleasanton	38.7	360.0
Verona	" " "	39.4	236.0
Bell	Altamont and Cayley........	59.2	481.0

NAME	Between	Distance from San Francisco	Length
Hislop.......	French Camp and Stockton..	89.9	1,701.0
Sibley.......	Charleston and Walthall....	98.7	380.0
Silica........	Helisma and Norval	128.3	450.0
Younglove...	Dagon and Ione	139.1	825.0

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Chief Surg. and Manager	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr Geo. H Powers, Oculist and Aurist	San Francisco, Cal	
Dr Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. O. D. Hamlin, Division Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo
J. I. Vickerson, Assistant Surgeon		
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H Miller, Emergency Surgeon	San Leandro, Cal	
Dr. E. M. Keys	Alameda, Cal	Alameda Mole and Newark.
Dr T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. W. Lucas	Richmond, Cal	West Berkeley and Pinole.
Dr. H. E. Morrison	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. C. A. Lutz	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. I. Beattie	Santa Clara	Lawrence. Newark and San Jose.
Dr. D. A. Beattie	San Jose, Cal	Between Milpitas, Santa Clara and San Jose.
Dr. J. U. Hall, Consulting and Emerg'y Surg.	San Jose, Cal	
Dr. W. H. Emerson, Emergency Surgeon	Centerville	
Dr R. J. Smith, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between Pinole, Benicia, Vallejo and Martinez.
Dr Frank Rattan	Martinez, Cal	Between Port Costa and Cornwall.
Dr. W S. George	Antioch, Cal	Between Cornwall and Byron.
Dr. Frank S. Cook, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H C. Crowder	Tracy, Cal	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F Wade	Los Banos, Cal	Between Ingomar and Mendota.
Dr. C. Mathewson, Emergency Surgeon	Dos Palos, Cal	

NAME.	LOCATION	DISTRICT.
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. W. E. Downing	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer	Vacaville, Cal	Between Elmira and Allendale.
Dr. C. H. Fairchild	Winters, Cal	Between Allendale and Rumsey.
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E Bates	Davis, Cal	Between Tremont, Merritt and Webster.
Dr. G. A. White. Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Florin.
Dr. G. L. Stevenson	Sacramento, Cal.	Between Webster, Sacramento and Florin.
Dr. W. E. Brigs, Oculist and Aurist	Sacramento, Cal	
Dr. J. E. Frazer	Galt, Cal	Between Arno, Acampo and Cicero.
Dr. H. Beattie	Elk Gorve, Cal	Between Florin and Arno.
Dr. A. L. Adams	Ione, Cal	Between Cicero and Ione.
Dr. W. W. Fitzgerald	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton, Cal	Between Castle, Lathrop and Peters
Dr. F. W. Colman	Lodi, Cal	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley	Milton, Cal	Between Peters and Milton.
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Claribel.
Dr. R. J. Schmeidel, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth	Waterford, Cal	Between Claribel and Montpellier.
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. W. W. Apple, Emergency Surgeon	Turlock, Cal	
Dr. C. H. Castle	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. C. W. Reid	Madera, Cal	Between Minturn and Borden.
Dr. J. J. Myers	Raymond, Cal	Between Berenda and Raymond.
Dr. O. B. Doyle	Fresno, Cal	Between Borden and Fresno.

HOSPITALS: General Hospital—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal. Division Hospitals—Oakland Central Hospital, Oakland, Cal., St. Francis Hospital, San Francisco, Cal. Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

Revised, Jan. 17, 1907.

CLASS "C" Consolidation Engines "T" Ten-Wheelers "M" Moguls "A" Atlantic Type "P" Pacific Type "S" Switch "E" Eight-Wheelers "TW" Twelve-Wheelers	ENGINE NUMBERS	Boiler Pressure	* BENICIA TO SACRAMENTO	BETWEEN † OAKLAND AND MENDOTA (via Martinez)		BETWEEN TRACY AND SACRAMENTO	TRACY TO NILES	NILES TO TRACY	OAKLAND TO SAN JOSE	SAN JOSE TO OAKLAND	BETWEEN LATHROP AND FRESNO	**NAPA JUNCTION TO SUISUN	**SUISUN TO NAPA JUNCTION
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—57 16/24 34	1487	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57 16/24 39	1492	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 16/24 39	1495, 1366	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 17/24 40	1522	140	1340	1360	1790	1340	460	500	990	1095	1415	404	300
E—63 16/24 48	1490, 1499	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63 16/24 39	1517	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 49	1519, 1520, 1521	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63 17/24 40	1488	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 40	1515, 1523	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63 17/24 43	1512, 1524, 1325	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57 17/24 57	1516, 1368, 1525	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63 17/24 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63 17/24 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69 17/26 55	1362, 1363	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E—69 17½/26 55	1364, 1365	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E—63 17/24 47	1349, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63 17/24 47	1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69 18/24 68	1402, 1403, 1404, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69 18/28 57	1415, 1416, 1418	150	1945	2115	2815	1945	690	735	1425	1575	2025	670	465
E—69 18/28 62	1419, 1420, 1421, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73 20/24 92	1446, 1457	180	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E—69 18/26 73	1463	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E—62 18/26 85	1474	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E—62 18/26 62	1475, 1478, 1479, 1480	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M—63 20/28 126	1615, 1619, 1622, 1629, 1633, 1636, 1639, 1641, 1643, 1654, 1655, 1656, 1661, 1663, 1667, 1671, 1673, 1674, 1683, 1685, 1690, 1707, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63 15½-26/28—144	1723, 1724, 1772, 1779, 1770	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57 18/24 72	2004, 2005	150	2320	2340	3100	2320	860	910	1715	1890	2415	860	615
T—57 18/24 55	2010, 2012	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57 18/24 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—63 18/24 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63 18/24 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57 18/24 64	2032, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 67	2070, 2074, 2086	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57 18/24 66	2105, 2112	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 79	2018, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 73	2114, 2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63 18/24 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57 18/24 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57 18/24 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57 18/24 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57 18/24 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69 19/24 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—69 20-29/26 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
A—84 15-25/28 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79 15-25/28 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81 20/28 105	3025, 3026, 3041	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C—51 19/30 101	2503, 2506	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C—51 19/30 96	2507, 2511	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
T—57 18/28 87	2174 to 2183	160	2425	2425	3280	2425	885	940	1910	.....	2425	.....	.....
C—57 22/30 187	2513 to 2599 and 2752 to 2830	200	5105	5105	6935	5105	1885	1995	4015	.....	5105	.....	.....
C—57 22/30 184	2694 to 2751	200	5105	5105	6935	5105	1885	1995	4015	.....	5105	.....	.....
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS—MS.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60 per cent engine rating will be given yard engine helper out of Oakland yard. West Oakland Yard Master must observe this

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland. For freight trains on Santa Clara use rating Lathrop and Fresno.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia			Dixon and Tremont	2.13	1.38	Acampo and Lodi	1.00	1.33	Pleasanton and Sunol	1.26	1.72
Oakland and Stockyard	1.50	1.50	Benicia and Army Point	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2.66	Sunol and Niles	1.17	F
Stockyard and West Berkeley	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro	1.53	1.40
Stege and San Pablo	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton	1.84	1.00	Lathrop and Banta	2.66	1.08	San Leandro and Haywards	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin	1.00	2.14	Banta and Tracy	1.23	1.08	Haywards and Niles	1.01	1.12
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77	Florin and Elk Grove	2.00	1.46	Tracy and Midway	F	1.22	Niles and Warm Springs	1.09	1.00
Rodeo and Vallejo Jct	2.66	1.83	Cannon and Elmira	1.21	1.00	Elk Grove and McConnel	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett	F	1.83	Elmira and Batavia	1.47	1.66	McConnel and Galt	1.66	1.00	Altamont and Livermore	1.00	F	Milpitas and San Jose	1.01	2.76
Crockett and Port Costa	2.66	2.53	Batavia and Dixon	1.47	1.46	Galt and Acampo	2.00	1.33	Livermore and Pleasanton	1.26	5.47			

STATIONS.	East.	West.	STATIONS	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth	1.30	2.66	Byron and Brentwood	1.93	1.50	McAvoy and Bay Point	1.66	2.33
Firebaugh and Oxalis	2.00	F	Linora and Gustine	2.33	1.47	Yarmouth and Lyoth	2.66	2.00	Bentwood and Neroly	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald	1.73	2.00	Bethany and Herdlyn	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta	1.40	1.53	Emerald and Westley	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct	F	1.83
Volta and Ingomar	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00	Berenda and Minturn	1.50	2.60	Merced and Atwater	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon	2.20	F
Herndon and Madera	1.50	1.90	Minturn and Athlone	1.50	2.20	Atwater and Livingston	1.80	F	Keyes and Modesto	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville	2.35	6.00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

DISTRICT TRAIN MASTERS.

G. E. GAYLORD, West Oakland.
District—Oakland to Tracy, via Niles and Martinez; San Jose and Santa Clara and San Ramon Branches, and Richmond Belt Railway.

JAS. RUMSEY, Tracy.
District—Tracy to Sacramento, including Tracy; Lathrop to Fresno; Tracy to Mendota; Valley Spring, Amador, Merced, Milton and Yosemite Branches.

G. D. WRIGHT, Suisun.
District—Benicia to Sacramento; Clear Lake, Suisun, Calistoga, Santa Rosa and Wingo Branches.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

TRAIN DISPATCHERS

C. E. NORTON, Chief.
E. ENTLEMAN, Asst. Chief.

W. E. DAVIDSON.
D. S. TROTH.
J. P. GALLAGHER.

W. J. CASSELMAN.
E. VROOMAN.

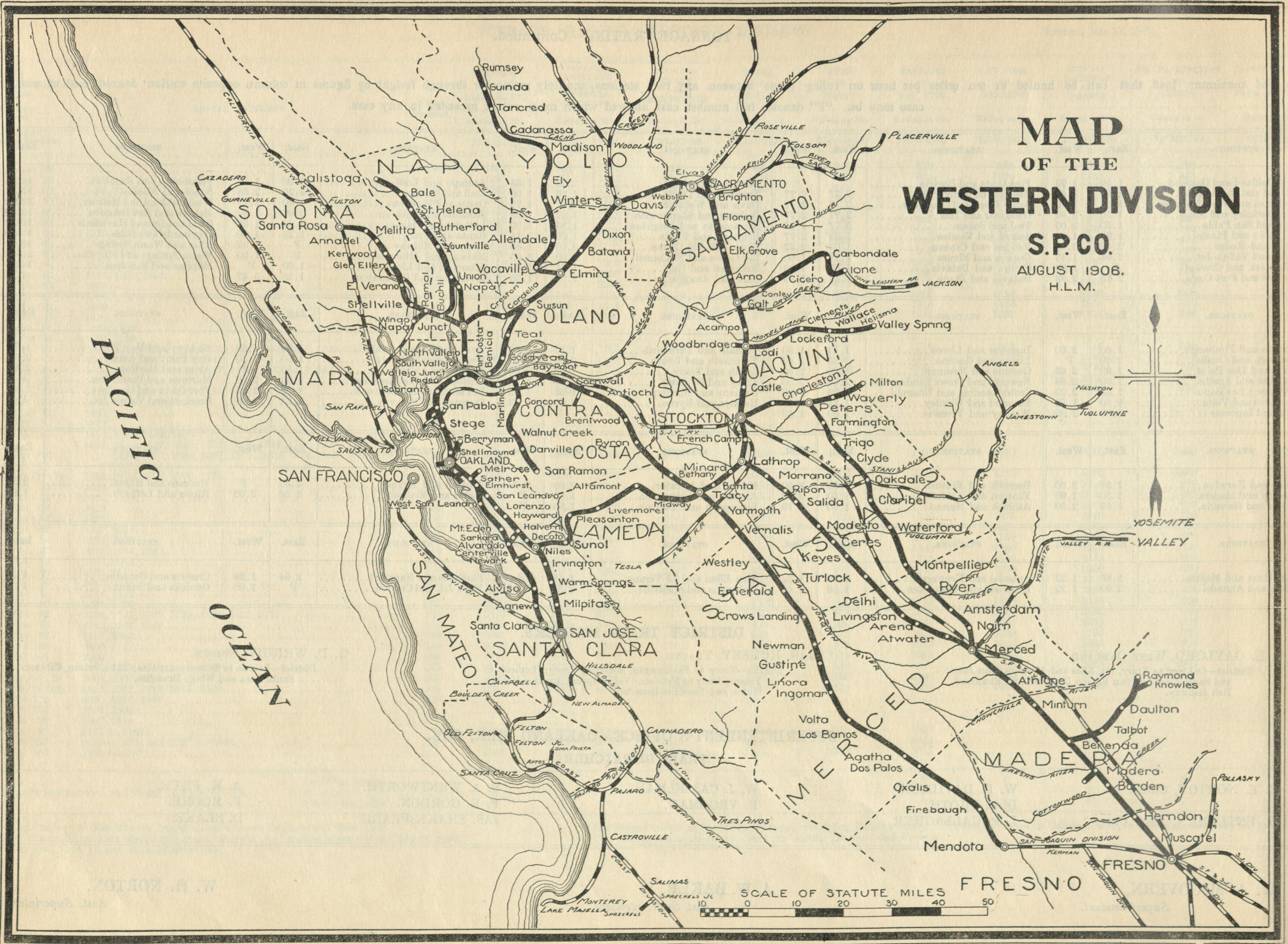
S. A. WENTWORTH.
F. E. GORDON.
JAS. SHAKESPEARE.

A. K. FRYE.
F. MOORE.
D. BLAKE.

W. A. McGOVERN,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

W. H. NORTON,
Asst. Superintendent.



MAP OF THE WESTERN DIVISION

S.P. CO.

AUGUST 1906.

H.L.M.

PACIFIC OCEAN
SONOMA
NAPA
YOLO
SOLANO
MARIN
CONTRA COSTA
SACRAMENTO
SAN JOAQUIN
ALAMEDA
SAN MATEO
SANTA CLARA
STANISLAUS
MERCED
MADERA
FRESNO
CALIFORNIA NORTHWESTERN
NORTH SHORE R.R.
Rumsey
Guinda
Tancred
Cadanassa
Madison
Woodland
Ely
Winters
Davis
Dixon
Batavia
Elmira
Vacaville
Allendale
Calistoga
Bale
St. Helena
Rutherford
Yountville
Oakville
Napa
Union
Cazadero
Gurneville
Fulton
Santa Rosa
Annadel
Kenwood
Glen Ellen
Melitta
E. Verano
Shellville
Wingo
Napa Junct
Ramal
Buchli
Creston
Cordelia
Suisun
Teal
Benicia
Port Costa
North Vallejo
South Vallejo
Vallejo Junct
Rodeo
Sobrante
Goodyear
Bay Point
Cornwall
Antioch
Avon
Martinez
Concord
San Rafael
Mill Valley
Sausalito
Tiburon
San Pablo
Stege
Berryman
Shellmound
Oakland
Melrose
Sather
Elmhurst
San Leandro
Lorenzo
Hayward
Mt. Eden
Sarkara
Alvarado
Centerville
Newark
Halvern
Decoto
Niles
Sunol
Irvington
Warm Springs
Milpitas
Alviso
Agnew
Santa Clara
San Jose
San Francisco
West San Leandro
Walnut Creek
Danville
San Ramon
Altamont
Livermore
Pleasanton
Brentwood
Byron
Midway
Tesla
Coast Division
Campbell
Boulder Creek
New Almaden
Hillsdale
Old Felton
Felton
Felton Jc.
Loma Prieta
Santa Cruz
Aptos
Carnadero
Pajaro
Tres Pinos
San Benito River
Castroville
Salinas
Spreckels Jc.
Monterey
Lake Majella
Spreckels
Sacramento Division
Sacramento River
Cache Creek
Putah Creek
Roseville
Placerville
Folsom
American River
Elvas
Sacramento
Brighton
Webster
Florin
Elk Grove
Cosumnes River
Carbondale
Ione
Ione & Eastern R.R.
Jackson
Arno
Cicero
Conte
Galt
Dry Creek
Acampo
Clements
Wallace
Helisma
Valley Spring
Mokelumne River
Woodbridge
Lodi
Lockeford
Castle
Charleston
Milton
Waverly
Peters
Farmington
Stockton
S.F. & S.J.V. Ry.
French Camp
Lathrop
Minard
Bethany
Banta
Tracy
Yarmouth
Vernalis
Westley
Emerald
Crows Landing
Newman
Gustine
Linora
Ingomar
Volta
Los Banos
Agatha
Dos Palos
Oxalis
Firebaugh
Mendota
Kerman
Trigo
Clyde
Morrano
Ripon
Salida
Oakdale
Claribel
Modesto
Ceres
Waterford
Tuolumne River
Keyes
Turlock
Montpellier
Ryer
Delhi
Livingston
Arena
Atwater
Amsterdam
Nairn
Merced
Merced River
Athlone
Minturn
Chowchilla River
Raymond
Knowles
Daulton
Talbot
Berenda
Madera
Borden
Fresno River
Cottonwood
Herndon
Muscatel
Fresno
Pollasky
San Joaquin Division
San Joaquin River
Angels
Nashton
Tuolumne
Jamestown
Sierra Railway
Stanislaus River
Yosemite Valley R.R.
YOSEMITE VALLEY
SCALE OF STATUTE MILES
10 0 10 20 30 40 50